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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY,  
(INCORPORATED.)

VOL. IX.

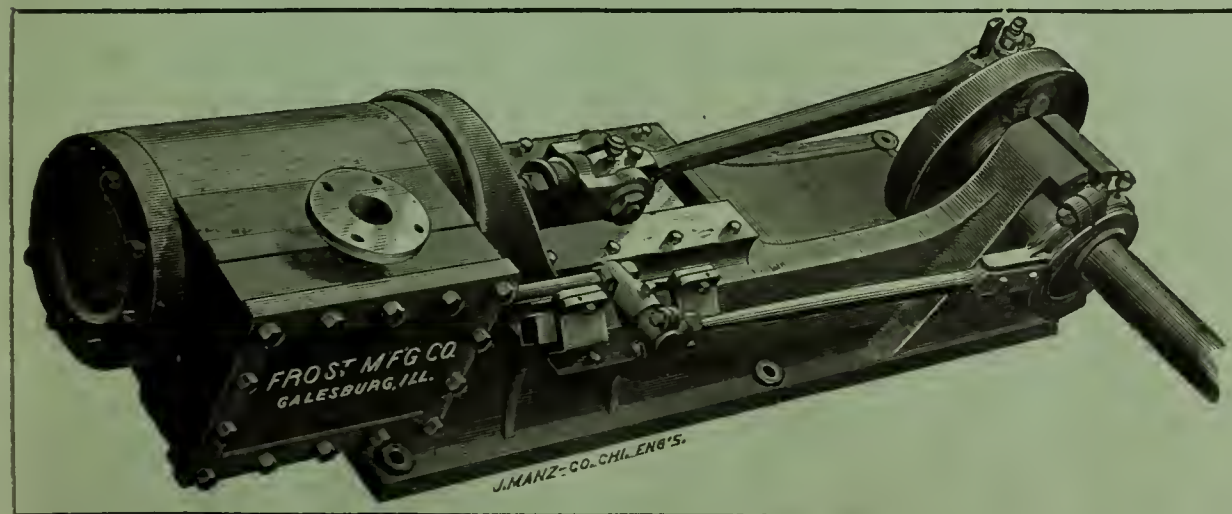
CHICAGO, ILLINOIS, FEBRUARY 15, 1891.

No. 8.

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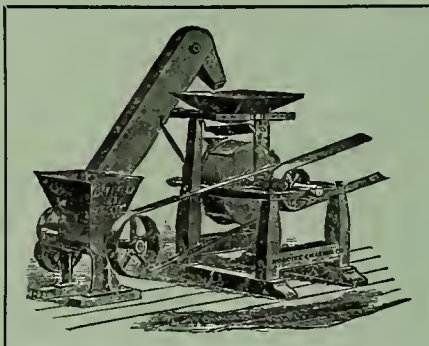
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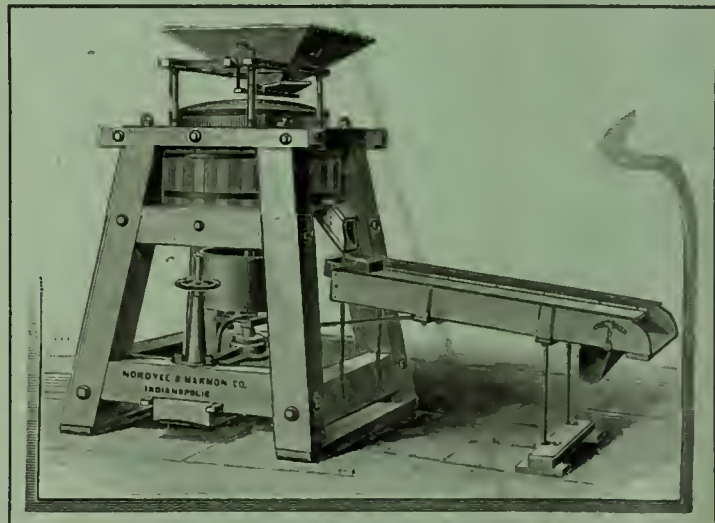
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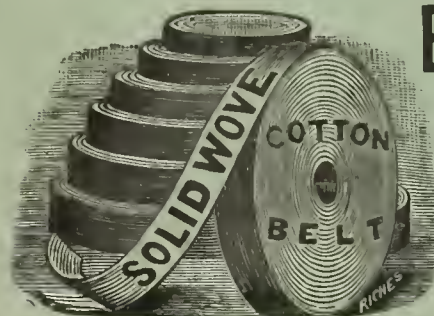
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**GRAIN ELEVATORS**  
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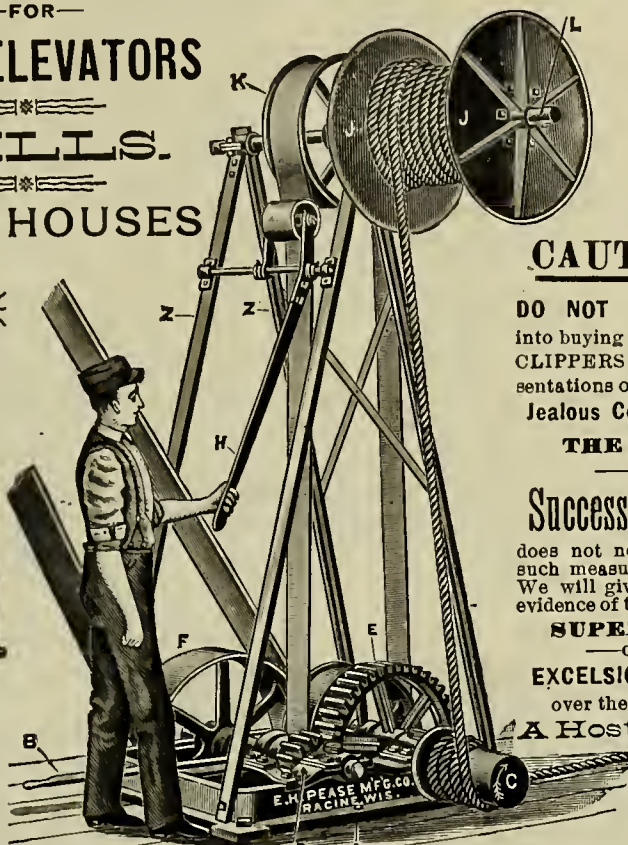
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SENECA, ILL., May 8, 1890.

**E. H. PEASE MFG. CO., Racine, Wis.**

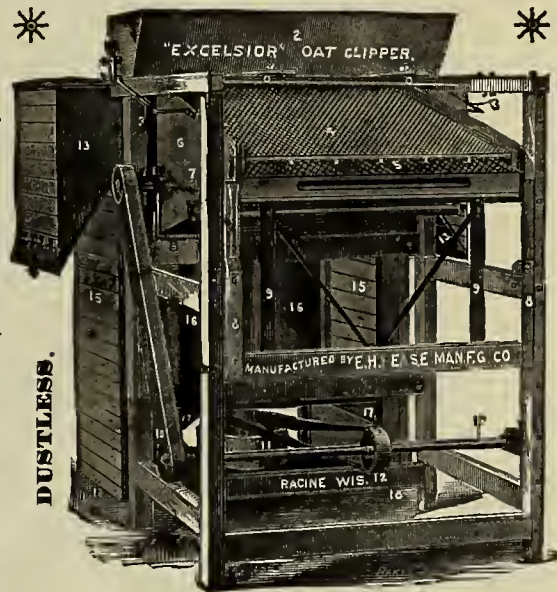
**GENTLEMEN:** In December, 1888, we bought one of your No. 8 "Excelsior" Combined Oat Clippers, Separators and Graders, and have clipped at least 250,000 bu. of oats with it without a cent of cost for repairs, and consider it one of the most valuable pieces of machinery in our elevator. Before buying, we examined other clippers in operation, but could find none we thought compared with the Excelsior in capacity or work. We have no trouble to raise the weight of oats anywhere from 3 to 10 lbs. per bu., and can change the grade while machine runs at full speed by moving the governing weights upon the regulating levers. A few days ago we went to see a clipper work and judging from the work it was doing it is a total failure as an oat clipper.

We would not exchange our Excelsior Clipper for a 10-acre lot of ——— clippers. We have yet to see a machine that will come up to your No. 8 Excelsior in quality or capacity. Our machine has done better than you claimed for it and paid for itself long ago.

We tested our clipper a few days ago by clipping 3,500 bu. of oats by actual weight, with less than 1-2 lb. waste per bu. We also shipped two cars of oats from same bin to same commission merchant in Chicago, viz.: One car clipped and one car not clipped, we got 1-2 cents per bu. more for the clipped than the unclipped oats (1-2 cent per bu. covers cost of clipping and waste) \*\*\*\*\* etc.

Yours truly,

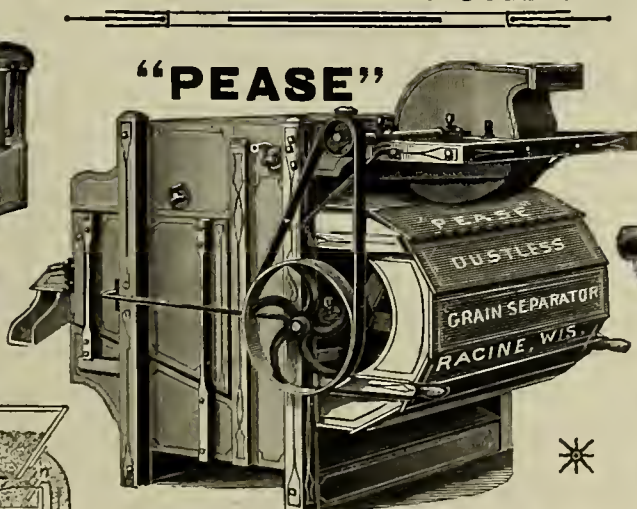
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"Excelsior" Oat Clipper and Separator.



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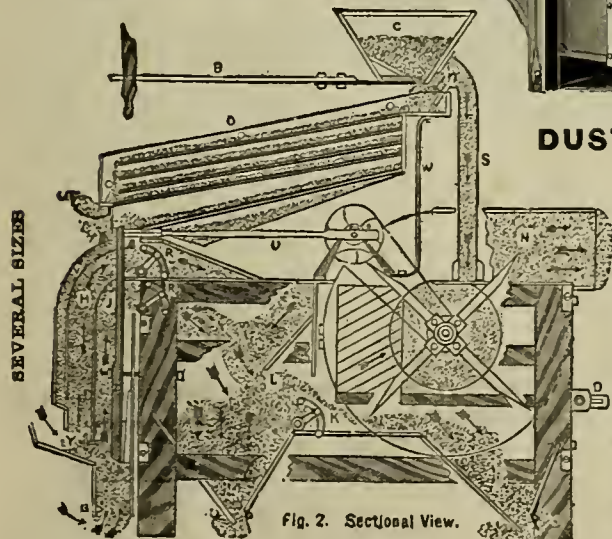
## OUR SPECIALTIES

—ARE—

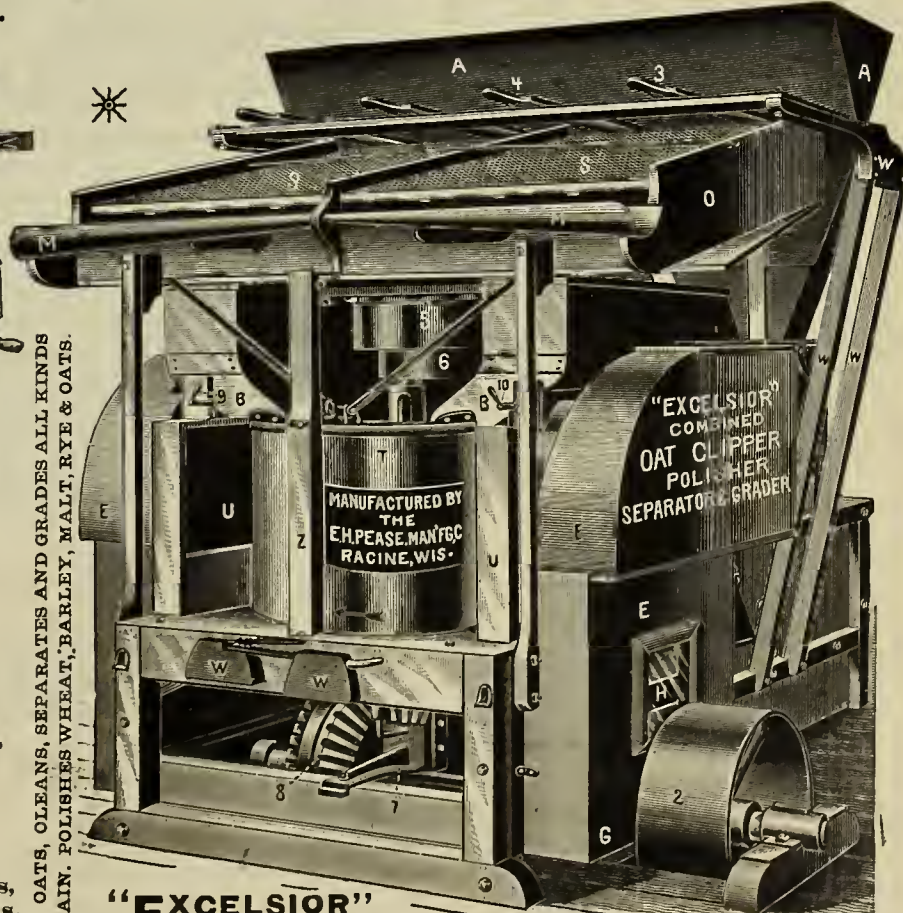
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"EXCELSIOR" COMBINED OAT CLIPPER AND SEPARATOR, GRADER AND POLISHER.

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THESE MACHINES ARE FULLY WARRANTED

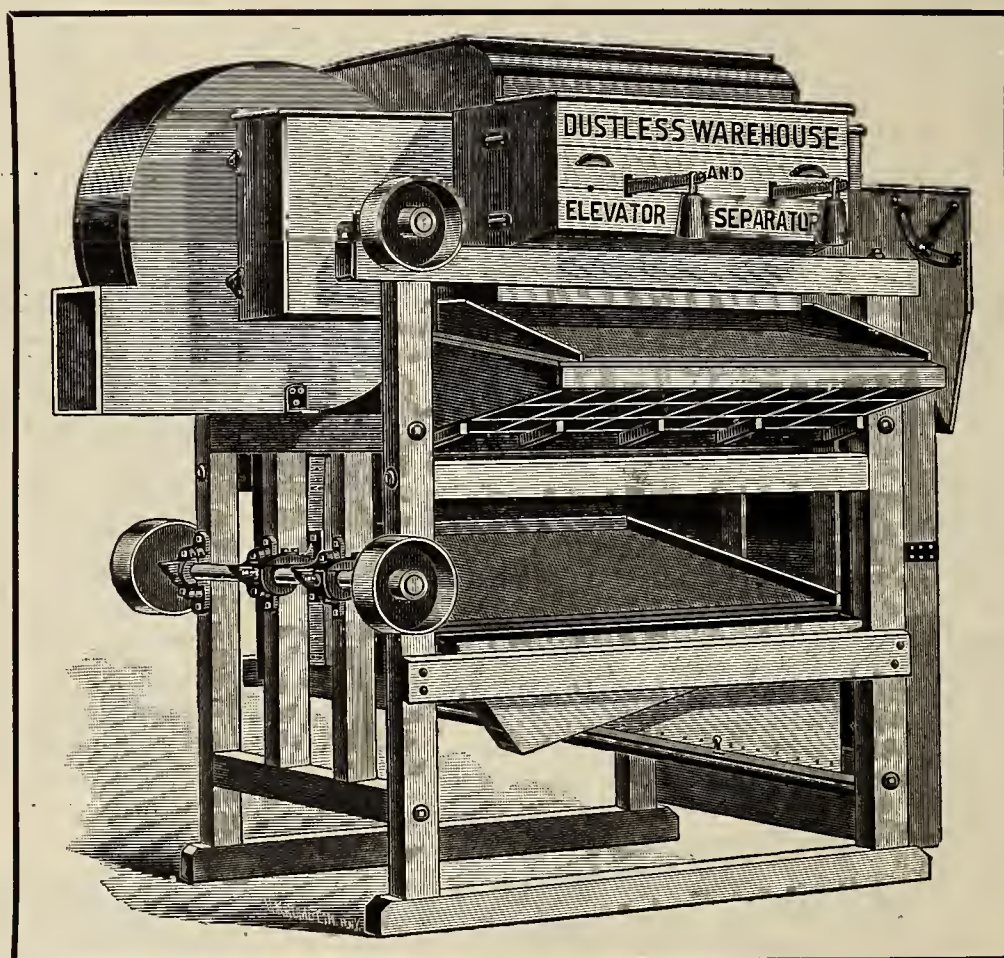
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**S. HOWES,**

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SILVER CREEK, N. Y.







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## ELEVATOR AT NEWPORT NEWS, VA.

Newport News, a thriving Virginia town of 3,000 inhabitants, is located at the eastern terminus of the Chesapeake & Ohio Railroad, and is destined to become a prominent export city. It has a fine harbor, and most steam vessels departing from Chesapeake Bay for foreign ports stop at Newport News for coal. Of late an effort has been made to divert freight from other Atlantic ports to Newport News, and facilities for transferring the freight have been provided.

A special effort has been made to attract a portion of the export grain trade to that port, and not without success. The Chesapeake & Ohio grain elevator at Newport News is one of the largest and best elevators on the Atlantic coast. We give herewith a cut of it. The illustration does not show the full length of the conveyor ways, which extend out into the water. It was constructed under the supervision of Mr. K. Annan of New York, and having been completed in the year 1884, after nearly all of the other great elevators had been built, it combines all their good features, with few if any of their faults. It is 400 feet long, 170 feet high, 90 feet wide, and has a capacity of 1,750,000 bushels. Four large steamers can be loaded at the same time. It received and forwarded to foreign ports during the year ending Dec. 31, 1890, 2,744,526 bushels of grain, as follows: Corn, 1,328,903 bushels; wheat, 403,764 bushels; oats, 1,011,859 bushels.

Situated as it is at the terminus of the great Chesapeake & Ohio Railway system, in sight of the large port of Norfolk and within eighteen miles of the Atlantic Ocean, it possesses shipping advantages which grain shippers are not slow to recognize, a fact amply attested by its now rapidly increasing volume of business. Another great factor in increasing its trade is that its climatic influences are those best adapted to the handling and storing of all kinds of grain during the entire year. It is confidently expected that this elevator will during the present year double the business done in 1890.

The general offices of the Chesapeake & Ohio Grain Elevator Company are at Richmond, Va. Mr. M. E.

Ingalls is president of the company and Mr. T. O. Barbour is treasurer. Mr. W. S. Upshur is the company's agent at Newport News.

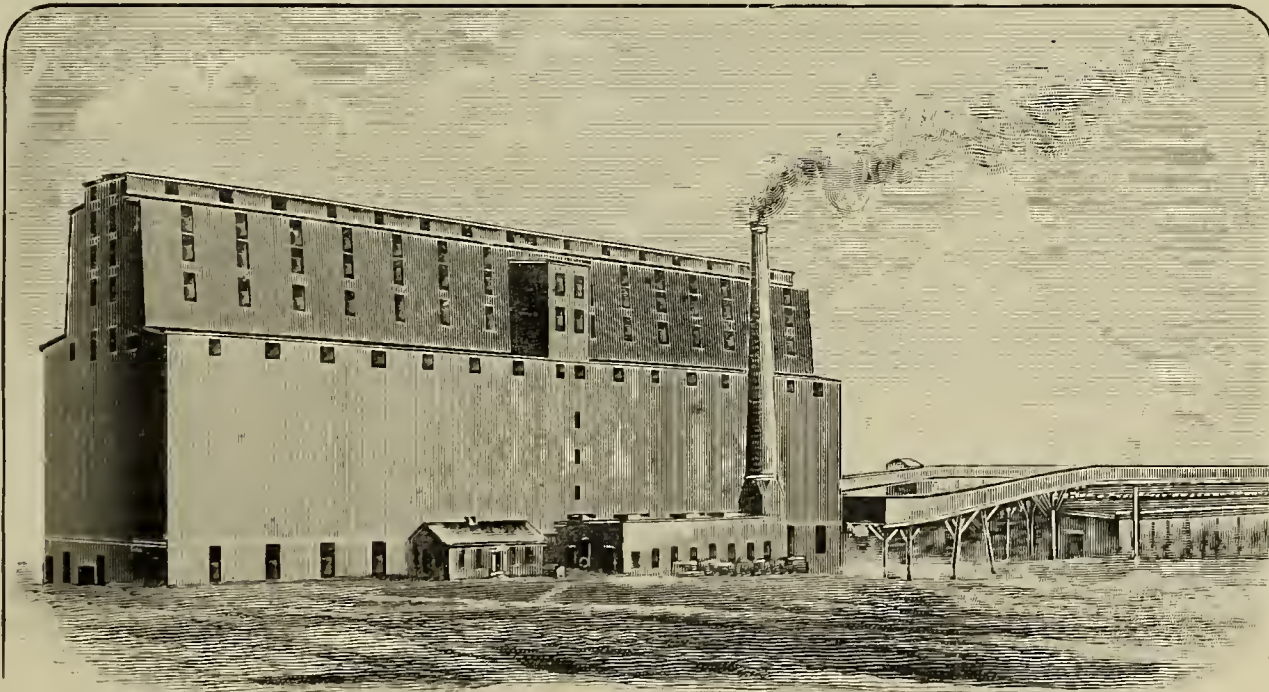
## SHORTAGE AND STEALAGE.

BY R. JAMES ABERNATHEY.

"Shortage and stealage" is one of the issues that is now receiving a great deal of attention, but no more than it deserves. Stealage was one of the original methods employed by elevator owners for raising stock, paying dividends, and for other useful purposes, especially in the new and smaller grain centers with small trade and great aspirations. Many of these transactions might have been

evidently believe in the moral code in vogue in ancient Greece, and especially among the Spartans. They taught that the crime was not in the act, but in detection. Thus a man could commit crimes all his life, and yet be a highly respectable man, so long as he was not detected in any of them, or, as we now say, so long as they could not be proven against him. The greater his skill in concealing crime the higher his standing in society presumably. It is related of a Spartan youth, in illustration of the practice, that rather than allow the fact of his theft to be known he permitted a fox, which he had stolen and hidden in his bosom, to tear out his vitals, and thus died, as a Spartan should die, a hero. It might as well be added, as a side remark, that while modern civilization does not teach the ancient doctrine, it practices it in part, that is, a criminal is sometimes denounced as such and punished for his crimes when detected and proven against him, and sometimes he is not. That is the difference between the two, and is the improvement of modern civilization over the ancient. Anyway, whatever may be the code of the farmers, the immaculate ones, they hesitate not to sell boulders of greater or less size along with their grain, when it can be done without detection, and esteem it a divine privilege to dupe the grain buyer with one or two sacks of real good grain and a dozen of dirty, rotten stuff if they can do so without detection.

If, therefore, the dealer is vigilant enough to avoid buying and paying for nothing but actually sound grain, he is still obliged to buy the ordinary dirt, and when unprovided or imperfectly provided for cleaning it, is obliged to ship it without and to have it cleaned at the point of destination, and there is where he runs the risk of having a portion of his grain stolen. They do not call it stealing at the elevators; they call it cleaning. The screenings, of course, belong to the elevator people, and those familiar with modern separators, such as are used in the large cleaning elevators, know that the screenings can be made light or very heavy according to the way the machines are manipulated. In that way a heavy loss may be, and often has been, sustained by the country dealer. He calls it stealing; the elevator men call it taking extra toll, and as I have said, it is a steal that is not



CHESAPEAKE AND OHIO ELEVATOR AT NEWPORT NEWS, VA.

called steals that were not all steal, and doubtless in many instances the same is true yet. It is done, or has been done, in this way: Many of the country dealers had warehouses only, and some of them poor ones at that, altogether unprovided for cleaning grain, and were therefore obliged to ship it in substantially the same condition in which it was bought—as a rule a very dirty condition, by the way, as the poor, honest, oppressed and constitutionally-tired Western farmers could not and cannot stand the exertion necessary to clean their grain before delivering it to the dealer; besides, it is opposed to their honest policy, evidently believing it their just right to sell the dirt along with the grain, and not only the ordinary dirt, including sand and gravel, but also small boulders, if it can be done without detection.

The immaculate farmers of our over-blessed country



all a steal. But the country dealer is short in all such transactions, and is himself very largely if not entirely to blame for it. I do not mean to say that the city elevator men are blameless for charging extra toll for cleaning the grain, but I do say the country dealer is to blame for not thoroughly cleaning his own grain before shipping it. If he is not prepared to do that, it would be better for him to quit business until he is prepared.

Many country grain dealers who could make ample provision for cleaning will not do it. As to that matter, the writer knows very well whereof he speaks, as he spent twelve years of his life in active missionary work among country grain dealers, and he can safely say there are more knock-kneed, loose-jointed, slipshod and poorly managed grain dealing establishments in the country than of all other kinds of business establishments put together. Almost every man you find in the country considers himself qualified to buy and handle grain. He might not consider himself qualified to run a barroom, a small grocery store, a butcher shop, or to be a section boss on a railroad; but when it comes to conducting a grain business, he is fitted for it to a dot. To talk to such a man is of very little use. I have tried it many times; they know it all; their grain is stolen, and sooner or later they retire from business and other equally well qualified men take their places. So the business goes continually on, and so I suppose it always will as long as there is grain to buy and sell.

No grain dealer who thoroughly understands his business will ever permit a carload of his grain to be cleaned anywhere else than in his own elevator, because then he knows that he will suffer no shortage or stealage on that account. There are, however, many that do not understand their business, and who hearken not to the voice of wisdom and experience, and so pay extra toll, are robbed of grain and are always crying "shortage." Well, poor fellows—if experience, age and gray hairs bringeth not wisdom, then indeed is wisdom's mission lost on them.

The foregoing deals with one of the causes of shortage, and one that a few years ago was more complained of than all others, especially by those dealers shipping to primary markets and those having grain cleaned in transit to leading markets. Now, however, there seems to be a great deal of complaint of short weights when no cleaning operations intervene, and right there it will be well to ask how much or how little country dealers are themselves to blame for that also. Now, I am well aware, having learned it by actual observation over a large area of country, that dealers are about as well prepared to tell how much grain they put in a car as they are for cleaning it. The fact is, hundreds of them never know just how much wheat goes in a car. They can guess pretty close, and if actual weights come near their guess, it is all right; if not, it is all wrong, somebody is stealing from them.

Every elevator should be supplied with an inside hopper scale, not an outside track scale; such are not needed except for transfer houses that handle track stuff. The country house that buys from farmers only, and in wagon load lots, needs in addition to its wagon scale an inside hopper scale, to hold not less than 350 to 400 bushels, so that not more than two drafts will be needed for a carload. That scale should be arranged overhead in the house high enough to spout directly from it into the car. How best to do that will suggest itself, as it will depend somewhat on the general arrangement of the house. When the house is full, and no shipping is being done, the scale hopper can be used for storage, so that its room will not be wasted in that respect. If a 700 to 800 bushel scale can be put in, and owners are willing to do so, it will be all the better and more convenient, but nothing smaller than the above named should be put in any house. Between the weighing room and the office there should be a speaking tube connection, and as soon as a shipping draft is weighed and entered on the weighmaster's book, the office should be notified through the speaking tube, when it will be the duty of whoever has charge of the office books to report at once to the scale, examine the beam carefully to see that the weight is exactly correct, and then enter it in the office weight-book and at once check with the regular weighman before leaving the spot and before the grain is turned out of the scale hopper. Make that method a system, a regular and unvarying practice, and a case is at once made that will beat any theft, whether in transit or by consignees or by elevator people who are not consignees.

The weigher must be taught, under penalty, to never touch the scale after he has weighed the draft and entered it on his book, until the office man puts in an appearance, if it is not until the next day, and if he has other duties

to attend, other work to perform, to go off and do it, and await the summons of the office man to check weights. By that method there is no chance for a mistake. It is a regular and well-disciplined system of accounting, every item of which can be sworn to by two reliable witnesses, and would not fail one time in ten to bring grain thieves or careless transportation people to terms without resorting to a lawsuit.

The method is simple and easy to adopt, and no objections can be made to it except that it might add fifteen minutes' extra labor to the office man's work, and as the owner is in most cases the office man, he can well afford to do the extra work. The weighman frequently has to do most of the other work about an elevator, and is therefore only too liable to make mistakes when left alone to do the work. Near the scale beam should be fitted a neat and dust-tight desk, or a suitable substitute for one, in which pen, ink and the house weigh-hook can be kept. The office weigh-book must be kept in the office with the other books. Enter the weight in house book first with a pencil and check with pen and ink, that is, write it over with pen and ink if correct, or erase if wrong and re-enter with pen and ink.

Where automatic weighing devices are used, the same system will apply, the only difference being that the scale must be checked both before and after weighing a carload. Never fail to check before, as it will be found important if dispute arises. The scales must weigh correctly, however.

### MINNESOTA INSPECTION LAW.

Governor Merriam in his message to the state legislature, has the following to say regarding the State Railroad and Warehouse Commission and state inspection of grain:

Since the passage of the law creating the present board, the records will clearly demonstrate the fact that much good has been accomplished. Among other things has been the material reduction in transportation rates and such action as has resulted in requiring equal consideration for all shippers. One of the greatest evils incident to railroad management is the pernicious habit indulged in by too many railroad officials of discriminating in favor of certain patrons and against others. The offense should be met by the strongest penalties. The giving of free passes is a discrimination against the passenger who pays.

It is gratifying to state that those sections of the law requiring that cars shall be furnished to individual shippers have been carried into effect more fully during the last two years. On the whole the spirit of the law has been met and its provisions generally complied with.

The decision rendered in March last by the Supreme Court of the United States holding that certain provisions of the act of 1887 regulating common carriers are not in harmony with the Federal constitutions, will make necessary some changes in our laws in this regard.

One of the important interests is the inspection and weighing of grain. I approach this subject with diffidence, as I am not positive whether our present system is all that can be desired. The grading of wheat is not an exact science, but largely a matter of judgment. Grain experts will not always agree, and as a result there is frequently such divergence of opinion between inspectors as to produce confusion and dissatisfaction. Leading farmers of the state, as well as prominent receivers of wheat, with practical unanimity concur in the opinion that the present law, with possibly some slight amendments, is as effective as any enactment that can be devised. Some suggest that a board of appeal be provided at each terminal point to adjust any question of grades. This I deem to be a wise suggestion. The problem of grading at local stations is more difficult to solve. It would be impracticable to maintain state inspection at the thousand and one points throughout the state where grain is bought, and therefore it would seem as if the small shipper must avail himself of the right to ship his wheat direct, and demand state inspection and weights in case he is dissatisfied with the inspection of the local elevator agent.

John Marcussen, a little man who hails from Clinton, Ia., thinks he owns the Chicago Board of Trade Building. The police have sent him to the detention hospital for the insane.

The exports of breadstuffs from San Francisco from July 1 to Jan. 28 were 7,110,341 centals of wheat and 708,972 barrels of flour, against 7,789,451 centals of wheat and 685,820 barrels of flour for the corresponding period of 1889-90.

### FALSE REPORTS OF GRAIN STOCKS.

Recent advices from Minneapolis state that the suspicion has been growing for a fortnight that there have been unfair practices in the handling of the Northwest grain. A leading commission man said:

"There is a combine right here in Minneapolis formed for the purpose of manipulating the market. The men who are in it are big elevator men and wealthy speculators. How are they doing it? By making erroneous returns concerning the stock of grain now in store and in the country. These men are in control of the big elevator systems through Minnesota and the Dakotas. They make false returns from their own elevators and do their best to spread the impression that there is more wheat now in the hands of the farmers than actually exists there. This, in connection with the information which they give out concerning their own stocks, creates the belief that there is a good deal more wheat on hand now in elevators and in the country than there is. Such reports naturally have their effect on prices to the advantage of the men in the combine. Then, by an arrangement with country agents, they have large quantities of grain shipped to Minneapolis which is again taken care of to the advantage of the combine."

This was rather a serious charge to make against Minneapolis business men, so it demanded investigation. Inquiry developed the fact that there was on January 19, when the account was taken, 4,600,000 bushels in round numbers of wheat in the private elevators in Minneapolis. In the country elevators scattered through Minnesota and Dakota there is stored 8,540,000 bushels. The public elevators in Minneapolis now contain 5,912,280 bushels of wheat. There was in the Duluth elevators January 19 3,574,344 bushels. Col. G. D. Rogers, publisher of the *Market Record*, estimates that about 12,000,000 bushels remain in the hands of the farmers. He admits, however, that some estimates place the total in the hands of the farmers between 7,000,000 and 8,000,000. The total number of bushels in store, that is, in Minneapolis public and private elevators, in Duluth, and in the country elevators, is placed at 22,627,624. One year ago the total in store was 24,900,318 bushels, 2,000,000 more than now, according to the estimates of the grain men themselves. One year ago there were about 10,000,000 bushels in the hands of the farmers, which was about as small as at any time in recent years, with the exception of two years ago when the crop was unusually small. Be it understood that many of these figures, those having to do with the stock in private elevators both in city and country, are simply estimates. The word of the owners of those elevators has to be taken as evidence of the amount of wheat contained therein. It will be readily seen that elevator men have unlimited opportunity to manipulate their figures. This is precisely what is being charged against them. Grain men are chary about talking to outsiders about this matter, though they will admit that there is some sort of a "combine" on. Col. G. D. Rogers, who probably understands the Minneapolis grain market as well as any man in the city, when asked about the possibilities of a combination being formed, replied:

"Of course it could be done, but it would almost require what I have never seen—that the grain dealers be all on one side. These figures regarding the amount of wheat in elevators are compiled by me every Monday. The elevator men give me the number of bushels which they have on hand, and from them I make up the totals. If the owners choose, they can give me incorrect figures, but I think I would soon detect such a game, where I check over the totals from day to day and week to week."

### WHEAT INSPECTED INTO STORE.

The number of cars of each grade of winter and spring wheat inspected into store in this city for the month of January during the two years was as follows:

WINTER WHEAT			SPRING WHEAT.		
	1891.	1890.		1891.	1890.
No. 1.....			No. 1.....		
No. 2.....	229	54	No. 2.....	797	457
No. 3.....	206	390	No. 3.....	1,084	448
No. 4.....	38	143	No. 4.....	100	276
No grade.....	4	1	No grade.....	15	5
Total.....	477	588	Total.....	1,996	1,216

Manitoba has 14,000,000 bushels of wheat, 3,000,000 bushels of oats and 1,000,000 bushels of oats for export.



## GRAIN INSPECTION AT CHICAGO.

The department of grain inspection in Chicago was established by the state of Illinois in July, 1871, and is therefore in the twentieth year of its existence.

Virtually fixing the value of from 200 to 300 million bushels of grain annually it is an institution of so much importance to the country and especially to the constituency of the AMERICAN ELEVATOR AND GRAIN TRADE that a detailed description of its workings will doubtless be of interest to our readers.

Grain, upon its arrival in Chicago, is inspected in the yards of the railroad which brings it by a force of men stationed there for that purpose, unless it is "billed through," in which case it goes at once to the transfer yards of the road which is to carry it Eastward and is there inspected by a special inspector. These forces of men—generally consisting of an inspector and one or two helpers—are stationed permanently upon the tracks of the different roads, often several miles from the heart of the city, and are kept there the year round, whether the receipts are heavy or light, in order that shippers may have prompt service and have their grain hauled on 'Change the day it arrives.

The necessity for having the elevators on the river and the lack of room for yards near them makes it impossible to use the same men for track and house inspection as is done in other cities, and necessitates the employment of a larger number of men than would be required if the work could be more conveniently arranged.

At present there are fifty-three men employed in the actual work of inspection. Two of these are supervising inspectors, whose duty it is to visit the different tracks and preserve uniformity in the work, as well as to review the work of these subordinates and change the grades when they find errors have been made. There are thirteen track inspectors, engaged in the work of original inspection; twenty-two house inspectors in charge of the twenty-six elevators under the charge of the department, and sixteen "helpers," or assistants to the track inspectors, who are in training for the vacancies that occur from time to time by death or resignation in the ranks of the inspectors.

The working force of the department is governed by the strictest civil service rules. The men hold their positions year after year undisturbed by changes of administration or political influences, knowing that their tenure of office cannot be affected by anything except some act of their own. The men now on the tracks have all been in the service of the department for terms varying from ten to eighteen years. It is by the permanence and steadiness of their employment alone that the department is able to retain them, as the qualifications of any of them would command for him from private firms a salary much in advance of that which he now receives.

Will the reader accompany our reporter on a visit to the inspection yards of one of the leading Western railroads? A ride of forty-five minutes on a comfortable suburban train brings us to the yard where the first thing to attract our attention is the "gravity track," which cuts the train to pieces and sending the cars down an inclined plane sorts them out and distributes them to the different tracks for which they are intended. One switch bunches together the through grain to be delivered to the belt road for distribution to the different roads over which its transportation is continued, another receives grain "held for orders," and still another group takes the grain to be turned over to the inspectors.

It is just 7 o'clock and the inspector with his two helpers, with their tools upon their shoulders, are starting to work. There upon the half dozen or more inspection tracks stand the cars of grain that have accumulated during the night. One helper with a light steel crowbar and his car key attacks the long rows of cars upon which the inspector promptly begins to work. Springing into the car from the ladder which he carries with him he plunges his long steel trier to the bottom of the car in half a dozen places, removing the wooden plunger slowly and carefully from the tube that the grain may have time to fill each slot in its side before the one next above

it is opened and thus secure an accurate sample of the grain. This is carefully poured out and the inspector then has a section of the car from top to bottom lying before him, in which he can detect "plugging" or any unevenness of loading.

Having weighed the grain (if it is wheat) in his test scale to ascertain its weight per measured bushel, having tested it with his nose for mustiness, smut, smoke or weevil, with his hands for dampness, and with his eyes for dirt, for damaged, cut, bleached, blighted, or sprouted grains he decides upon the grade and calls it out to his helper with his reasons for grading it as he does. While the helper is recording all this in his track book and writing a ticket to be nailed to the side of the car, giving the car number, initial, kind of grain, grade and date of inspection, the inspector is away and in another car going through the same process.

When the first helper has opened all the cars he returns and the two helpers take "turn about" in sampling the cars in order to watch the inspector in his work and to get the benefit of the "schooling" he gives them in the

of inspection done during the day, placing all of each grade together for convenience in the main office. These reports are called for sometime between 4 and 7 o'clock the next morning by a messenger who travels with a covered wagon, visiting all the tracks and elevators to convey the reports of inspection done the preceding day and samples of shipments from the elevators to the general office in time for the opening of business.

At each one of the elevators an inspector is stationed to inspect all grain as it goes out and see that each shipment is up to the grade the owner is entitled to. The fact that the department is obliged to inspect all grain out of as well as into the elevators makes the position of track inspector a very responsible one, as any mistakes he may make come up to confront him when the grain is offered out; and the law makes each individual inspector financially responsible for the correctness of his grading.

In the main office a force of clerks is busy transcribing the reports of the men into the office records, making certificates of inspection for transmission to the country shipper or Eastern buyer, or compiling tables of statistics from which the monthly and annual reports are made. As an index to the amount of work done in the office it may be stated that over 200,000 certificates of inspection are called for annually.

The registration office, connected with the department, keeps account, based upon the inspector's reports, of all grain going into or out of the public elevators, and has its records so arranged that the exact amount of any kind or grade of grain in any warehouse can be ascertained at a glance. No elevator can lawfully deliver any grain from its bins until the receipts representing it have been canceled by the registrar.

In order that no one may be wronged by hasty or careless inspection the law provides for a committee of appeals to whom any one feeling aggrieved by the act of any inspector may appeal. It is composed of three disinterested men from the Board of Trade who make a more leisurely and careful examination than can be given the grain by an inspector, and their decisions, which are conclusive and final, are generally accepted as fair and just.

In order to facilitate business and furnish the owners of grain with these certificates as soon as possible after the work is done, a comprehensive system of telephone service is in use, connecting all the outlying stations with the main office by means of private lines and an exchange in the main office. It is estimated that in the single matter of interest on drafts (which by this system can be made one day earlier than by the regular messenger system), these telephones save many times their cost each year, besides greatly facilitating the ordinary routine of business.

P. Bird Price, the present chief inspector of grain at Chicago, of whom we herewith give a cut, was born and reared on a farm in Sangamon County, Illinois. He lived and worked on the farm until he came of age, when he engaged in the drug business, following this calling for a number of years, until forced to abandon it on account of his health. In 1877 he received the appointment of fifth clerk in the registration office connected with the State Grain Inspection Department at Chicago through personal rather than political influence. In 1879 he was made cashier of the department, and in 1881 warehouse registrar. This place he filled until September, 1882, when he was appointed by Governor Cullom, chief inspector, to fill out the unexpired term of Mr. John P. Reynolds, who had just resigned that position. Failing of reappointment under Governor Cullom's successor he engaged in other business for two years. Upon the accession of Governor Oglesby in 1885 he was again appointed and has held the office ever since. His fourth commission, under which he is now serving, was issued by Governor Fifer July, 1889. Mr. Price has never held a political office except in the grain inspection bureau, and his long retention there is due to the highly satisfactory manner in which he has managed the important interests intrusted to him rather than to political influences. He is not a politician and has never been known to have aspirations in that line, but he has applied himself closely to the affairs of his office and kept politics out of the de-



CHIEF INSPECTOR P. BIRD PRICE.

profession they have chosen. For, be it understood, the helper is not simply a laborer doing seven to nine hours' work a day for a certain sum per month. He is a student and has entered upon a course from which in two to three or perhaps four years he may hope to graduate as a house inspector, and in five or six years more (if he has the peculiar combination of qualities necessary) becomes a track inspector.

Often the cars are boarded up so high that the inspector is obliged to remove one of the boards before he can get into the car. In this case the board is carefully restored to its place before the inspector leaves the car, and on some of the roads it is nailed back by an employee of the company detailed for that purpose.

Accompanying or closely following the inspector is the "Receivers' Agent." He is employed by the receivers to watch the work of the inspectors, hold for reinspection any grain he considers erroneously inspected, take samples of all grain below the contract grade and carry them with the railroad "notices" to their patrons on 'Change, in time for the day's session. These men are paid by the commission merchants and are not in any way connected with the department.

In the afternoon the inspector, with one of his helpers, sits down in the little office, with which each track is furnished, and carefully copies into a report book every act



partment, as it should be. Representatives of both political parties are now on the inspection force. They are able and experienced inspectors and will remain on their force, if they so desire, as long as they do their duty and Mr. Price is at the head of the department.

He has been particularly fortunate in the selection of his chief assistants. The principal supervising inspector, Mr. Wm. Smillie, is recognized by all who know him as a thorough expert in grain and a man of incorruptible integrity. He has been engaged in the practical work of inspection for over twenty-five years. His colleague, Mr. J. E. Bidwill, whose expert knowledge of grain and evenness of judgment gained him his present position, has been on the tracks for fifteen years.

Only two other points in Illinois have state inspection of grain—Joliet and Decatur. At each place there is a chief inspector and one assistant. Benjamin H. King is chief inspector at Joliet, and at Decatur, where state inspection has only recently been established, James S. Wiley is chief inspector.

## MINNESOTA GRAIN INSPECTION.

The annual report of Minnesota's Chief Grain Inspector, A. C. Clausen, for the year ending Aug. 31, 1890, shows that during the year there were inspected "on arrival" at the three terminal points, St. Paul, Minneapolis and Duluth, 107,979 carloads of spring wheat and 22,675 carloads of coarse grain, including flax, or a total of 130,654 carloads of all kinds of grain. There were inspected "out of store" during the same period 63,935 carloads of spring wheat and 9,516 carloads of coarse grains, or a total of 73,451 carloads. The following table shows the volume of business transacted by the department during the five years of existence:

INSPECTED "ON ARRIVAL."

	Wheat.	Coarse Grain.	Total No. Carloads.
Season of 1885-86.....	92,886	4,767	97,653
Season of 1886-87.....	113,923	6,412	120,335
Season of 1887-88.....	115,215	8,637	123,852
Season of 1888-89.....	74,068	13,410	87,478
Season of 1889-90.....	107,979	22,675	130,654

INSPECTED "OUT OF STORE."

	Wheat.	Coarse Grain.	Total No. Carloads.
Season of 1885-86.....	45,454	1,014	46,468
Season of 1886-87.....	59,002	692	59,694
Season of 1887-88.....	61,396	1,470	62,866
Season of 1888-89.....	38,400	5,034	43,434
Season of 1889-90.....	63,935	9,516	73,451

Speaking of the gratifying increase of coarse grain, the receipts being 70 per cent. larger than in 1889, and 400 cent. since 1885, Mr. Clausen says this is attributable not only to the larger extent of acreage each year in coarse grain in the Northwest, but also to the rapidly increasing movement of Southern corn to these markets.

In the growth of flaxseed there has been a great increase, the inspection for 1889-90 being 1,299 carloads, as against 744 in 1885-6; 678 in 1886-7, 880 in 1887-8 and 900 in 1888-9. Inspector Clausen states that flax raising is a work that requires the utmost care and circumspection. During the year there has arisen a question as to whether the duties of the inspection of grain covered that of flaxseed. The department proceeded with the work, the necessary steps being taken to compel the payment of fees.

Mr. Clausen says it is an erroneous assumption that department expenses should increase or decrease in the same ratio as the volume of business, and he bases this statement on the fact that during the first two years the grain arriving at terminal points was concentrated, but with increased demands for track room, in many instances, the railroads have even gone outside the city limits, thereby increasing the number of inspection stations. In Minneapolis alone a person making a complete tour of the inspection stations must cover thirty-five miles of territory. Says the inspector:

"Prompt inspection of grain on arrival is a matter of great importance, in order to insure sale and disposition on the same day and facilitate the prompt unloading of cars and their return to the country as rapidly as possible. The services of inspectors are also daily required at each elevator, and state weighmen are necessary at all of the elevators, mills and other points where grain is unloaded, in order to protect the interests of the shipper and owner of the grain. The number of railroad inspection stations at the three terminal points has increased from twelve in 1885 to twenty-seven at the present time, and the number of elevators from fifteen to thirty. The total number of

elevators and mills where weighing service is performed is forty-nine. The advent of new railroads and elevators and the consequent multiplication of inspection and weighing stations, causes the work each year to become more expensive. The expenses of the department in the year of 1888-89 were greater than the earnings from these causes, although economy was practiced in every direction as far as prudence would suggest, without involving delay and loss to the owners of grain. This deficit was recovered, however, during the last crop year, as the result of an increased volume of business."

Mr. Clausen also gives a table showing that increased expense resulted from the additional number of men employed. The following statement shows the earnings, expenses and balance on hand for the several years:

	Earnings.	Expenses.	Balance on hand.
Year ending Aug. 31, 1886..	\$ 63,471 29	\$62,184 90	\$ 287 29
Year ending Aug. 31, 1887..	84,401 51	64,731 30	20,957 41
Year ending Aug. 31, 1888..	90,731 96	81,496 96	30,192 41
Year ending Aug. 31, 1889..	69,661 57	78,947 99	20,905 99
Year ending Aug. 31, 1890..	103,204 07	91,961 08	32,148 98

No increase in the rate of weighing and inspection fees has been made since the original prices, 25 cents per carload for inspection and 20 for weighing, were established. These rates are compared with those charged at other points as follows: The fee for inspection at New Orleans, per carload, is 75 cents; Port Arthur, 60 cents; San Francisco, 60 cents; New York, 50 cents; St. Louis, 40 cents; Chicago, 35 cents [the charge for inspection at Chicago is only 25 cents per car]; Philadelphia, 30 cents; Toledo 30 cents; Cincinnati, 30 cents; Buffalo, 25 cents; Milwaukee, 25 cents. The inspector is unable to state the charges made for weighing at several of these points, as a systematic weighing service is not in force at all of them. Whenever such service is performed by disinterested parties, the fee is not less than 25 cents per carload in any instance.

Out of 204,105 carloads of all kinds of grain inspected "on arrival" and "out of store," at the three terminal points, there were 7,069 calls for reinspection; in 2,780 cases the original inspection was sustained, and in 4,289 cases changes were made, which resulted as follows: There were raised in grade 3,478 cars; there were lowered in grade 116 cars, and in 695 cases the dockage was changed.

The annual report for the crop year ending with August shows the number of cars of wheat received at St. Paul, Duluth and Minnesota, the number of each grade and the percentage of the whole amount placed in each of the grades. In the following table the receipts for the crop year ending Aug. 31, 1890 are compared with the receipts for four preceding years:

Year.	Cars No. 1 Hard.	Per Cent.	Cars No. 1 Northern.	Per Cent.	Cars No. 2 Northern.	Per Cent.	Cars Below No. 2 Northern.	Per Cent.	Total Carloads.
1885-86....	34,922	38	32,755	35	14,817	16	10,392	11	92,886
1886-87....	63,339	56	36,519	32	8,443	7	5,622	5	113,923
1887-88....	57,696	50	31,043	27	15,306	14	11,170	9	115,215
1888-89....	8,976	12	19,048	26	20,772	28	25,272	34	74,068
1889-90....	21,606	20	68,296	63	10,992	10	7,085	7	107,979

In conclusion the inspector says:

"That the beneficent results expected from the measure have been felt in a marked degree throughout every portion of the state, there can be no gainsaying. Many of the evils which formerly existed have been mitigated, if not entirely eradicated, and fairer grades and more accurate weights at interior points are generally the rule; perhaps the hopes and expectations of those who framed the laws have not been fulfilled so completely in this respect as was anticipated; evils still exist and incidental wrongs are still perpetrated, justifying, no doubt, many complaints that are made. No system could be devised that would entirely obliterate evils in which fear of loss, inexperience and cupidity play so large a part. How to reduce them to the minimum is, however, an important and promising subject for consideration. If the verdict of those who have been enabled to ship to the terminal points and avail themselves of the privileges of state inspection can be relied upon as a criterion, then the obvious solution would seem to lie in this direction, if it were practicable.

"It needs no argument, however, to show the impracticability of such a proposition, any more than of the one proposed to extend the present system of inspection and state supervision to all interior points in Minnesota. One fact is clear, that the producer, as a rule, must find a

market for his grain at his local station; trouble and discontent with the inspection at primary points, although alleviated by the present law, still exist. It is true that frequently there are no just grounds for it, as farmers, like others, often gauge the measure of justice meted out to them from their own ideas and standards of what constitutes justice, and are often wrong in their conclusions.

"After all these considerations, I express it as my earnest conviction that no system of inspection can be devised that will prove efficient and satisfactory at primary markets. At the risk of all possible criticism, I will further say that in my candid opinion there is no necessity for a system of inspection in the country, and if any local reasons have existed for it in the past, they have, under present conditions in this state, disappeared. Inspection and classification of grain is a necessity at terminal points; it only needs to be decided as to the agency through which it shall be done.

"I submit that the proper method by which grain should be purchased at interior points is upon the intrinsic merits and value of each individual wagon load, and the only possible solution of this question, which is continually arising to harass and annoy every one affected by it, is the total abolition by a prohibitory statute of any form of inspection by grade at country points."

State Weighmaster Reese of Minneapolis also makes a report, in which he submits the following recommendations:

"That provision be made for the employment of one or more scale experts, whose duty it shall be to travel around in the state for the purpose of inspecting and correcting scales at primary points.

"That the city ordinances of the city of Minneapolis be amended so as to exempt mills, elevators and railroad yards, where state weighing is done, from the jurisdiction of the city sealer of weights and measures.

"That section 10 of the grain laws be amended so as to change the weight of huckwheat per bushel from 42 to 50 pounds.

## UNITED KINGDOM IMPORTS OF BREADSTUFFS.

The following table taken from *The Miller* of London, shows the quantities and value of breadstuffs and rice imported into the United Kingdom during the last two years, and the countries from which the products were exported. The value of the pound (£) in our money is about \$4.87.

	QUANTITIES.		VALUE.	
	1889.	1890.	1889.	1890.
Wheat, cwts.				
From			£	£
Russia.....	21,321,628	19,389,025	8,004,438	7,481,537
Germany.....	2,538,629	1,100,846	1,000,048	437,619
France.....	126,440	590	45,824	192
Turkey.....	667,372	900,258	234,406	310,112
Roumania.....	2,862,487	4,653,735	1,089,028	1,815,770
Egypt.....	325,150	425,455	103,817	142,852
United States—				
On the Atlantic..	5,044,960	6,427,253	1,927,825	2,571,551
On the Pacific...	11,971,290	10,773,810	4,894,413	4,323,256
Chili.....	572,953	24,000	226,115	9,626
British E. Indies.	9,217,332	9,111,582	3,404,940	3,461,845
Australasia.....	1,406,060	3,057,693	614,454	1,270,368
Brit. N. America.	1,168,320	1,128,349	466,877	463,080
Other Countries..	1,379,650	3,481,584	518,653	1,296,818
Total.....	58,602,271	60,474,180	22,530,838	23,584,616
Wheat Meal and Flour, cwts.				
From				
Germany.....	1,155,189	894,838	693,609	532,960
France.....	90,613	102,763	56,841	62,778
Austrian Territ...	1,838,115	1,369,887	1,288,922	969,512
United States...	10,067,827	12,025,800	5,677,009	6,734,008
Brit. N. America.	1,168,320	933,422	622,722	523,287
Other countries..	378,565	446,626	220,370	251,745
Total.....	14,699,201	15,773,336	8,559,563	9,074,290
Barley, cwts.....	17,415,943	16,677,988	4,968,947	4,985,406
Oats, cwts.....	15,499,060	12,727,186	4,472,598	3,908,497
Peas, cwts.....	1,658,512	1,842,488	533,503	605,699
Beans, cwts.....	3,585,473	3,344,918	1,123,233	993,505
Corn, cwts.....	36,203,069	43,437,834	8,580,080	9,863,034
Corn Meal, cwts..	24,066	57,145	19,365	30,660
Total.....			50,808,127	53,044,507
Rice, cwts.				
From				
British E. Indies..	4,632,097	4,856,409	1,839,101	2,005,679
Other countries..	1,950,652	1,161,146	850,262	542,766
Total.....	6,582,749	5,957,555	2,689,363	2,548,445

The value of the breadstuffs exported from the United States during the last six months of 1890 was \$54,806,216 against \$68,649,350 for the last six months of 1889. The breadstuffs exported during the year 1890 were valued at \$136,845,899 against \$125,879,059 the previous year.



**"HANDEL ALL THE GRAIN."**

The *Financial Times* of London recently published the following letter, which a London financier received from an Oregon gentleman, who evidently wrote it in good faith:

OREGON, Novem 13 90.

Dear sir Having Notised in one of our local Papers the large amount of your Capital that you Propose to invest in america I Wish to call your attention to a very fine Scheem that I Have Had for some time. it is lik this first you Have Hcrd of the Grate Columbia River of the North West Pasific Cost as I supose, this scheem of Mine is to Build a Railroad a short Distance above the last Rapids Which is 120 miles above Portland Oregon and Hall all the Produce across to a Point on the South Cost of Oregon this is cald yquend Bey which is a fine Harbor and as our government is Now Improving this Bey and as it is 700 Hundred Miles Nerer to Sanfransisco Market it Mak a fine Point in a short time if some capital would tak Hold of it soon. Well then I Would Propose to Stalk the Columbia River with Cheap Barges or flat Botom Boats and use Tugs to Handel them and as ther is about 900 miles of fine River enclunding the Snak River and Columbia and scvral of ther Tributaries and as all of the finest and Best of the grain contry is along thoes Rivers

We Could Have all the grain that We Could Hall the Entire year Round as after We Built this first mentioned R. R. which is only about 130 Miles longe Then if Neserary Build short lines and I think Narawague Roads into the Interior Points on Boath of thoes Two streams. We Could Handel all of the grain and again if you think Best Could By all of the grain at all the stations and so give you some Idea of the Profit. as to the Margen that our Portland grain Dealers Have it is amense as they nevr Pay More

than 60 cts Pr Bushel of 60 lbs for the Best Wheat in the World and this is a Big Prise as it is oferer they only Pay 45 cts Pr Bushels and the Oean freight Has alwas Been less that 33 shillings Pr ton to livr Pool En gland, and you know Beter than I do What our Best Wheat is than I Perhaps so if you thought Best We Could Build a large Elevator at the Tide Water and handel all the grain that We Could Hall. and Now I Will Try and Explane to you in Regard to the Portland Harbor Which is one of the Most Dancrours Harbers on this Cost for the Basin at the Mouth of the Columbia River there is a Barr formed that it is dangerous for ships to cross and as Portland is 180 miles inland from the ocan it costs a ship Master often \$1,500 to emplau a tug to steem up to Portland Harbor also when they go out they have to employ liters to cary part of ther load out over the Barr. I think We Could Hall at least 5000000 of grain at first and after the uper Contrey Became More setcled up it Will inerease to Duble thoes Figuers. I dont think that any body has ever thought of opening the Columbia River and as ther is but one plase on the Columbia that a R R could be built out from the river and I hold the kee to it and I as I am a poore farmer am Not abel to Handel all of this grate scheem so I thot I Would tell you about it. you Will think strange Why I Don't Interest some of my oan Cuntry about this I Hav a Reasin it is lik this I am 57 year oald and Hav Furnished 2 such scheems in My time to our American Capitalists and then they Robed Me out of Evry thing that ther was in it and More Besids so you se I Hav a Reasin for Not trying to Interest some of our americans. Well I Hope you Will give this your earley attention and ritc Mec at onse as if

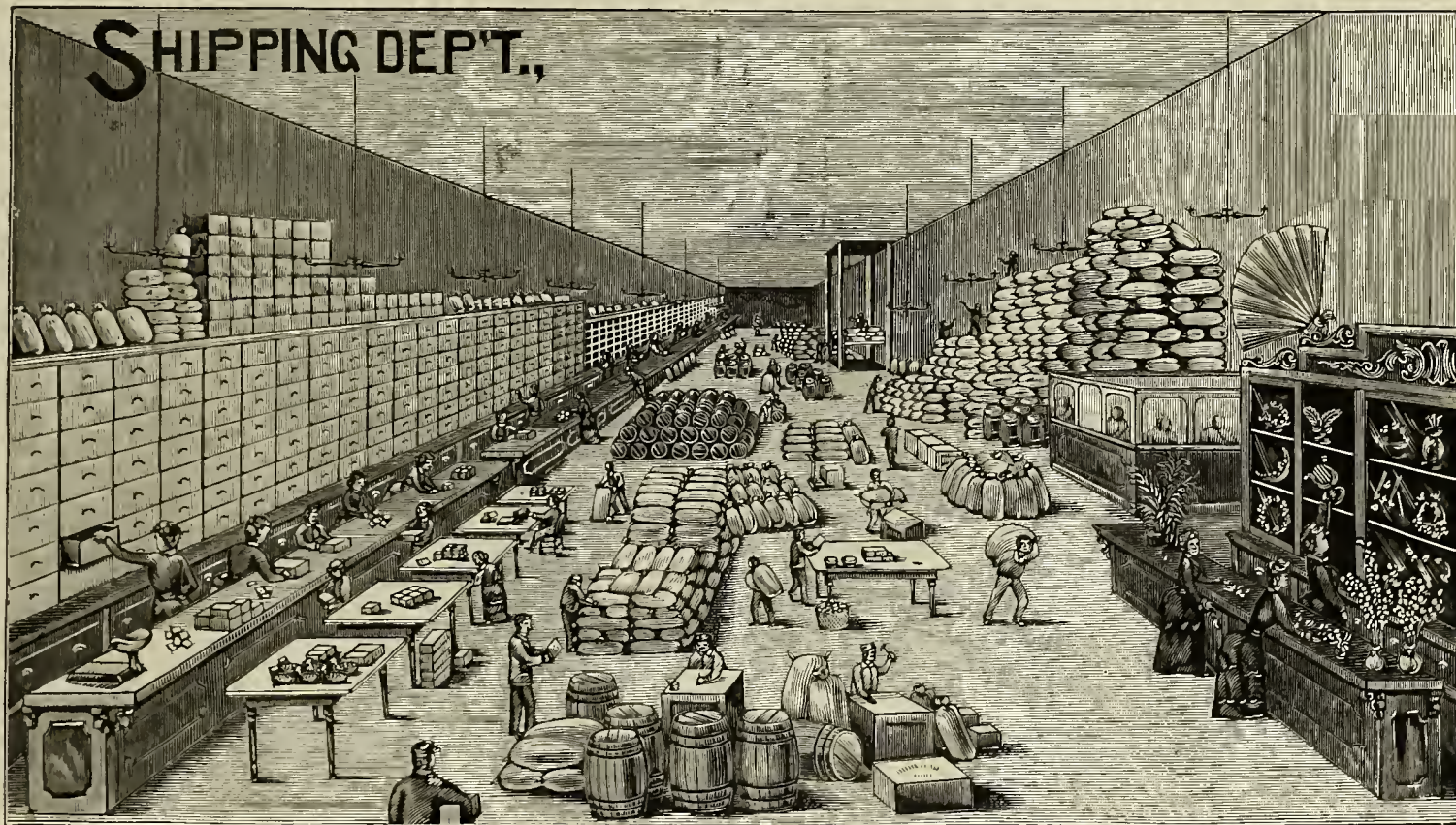
you Dont think favorabel of it I Must try some other Parties and if you think favorabel send some of your ageuts at onse or it Will Be gone. if I could see you I am sure I Could Explane it so that you would Not Hesitate to take Hold of it at onse as I am sure We Could Controlc at least 40 Million acres of the finest grain contry in the World, as som of this Contry Has Prodest as Much as 75 Bushels of Wheat Pr aer But after er 50 Bushels. Well I Will Close Hoping to Hear from you soon. P. S. Should you send a Man out tell Him to Not Talk to any Body about this Scheem until I see him.

By a tiket to New York then to Chicago and then you by a fear over the Union Pacific via Omaham to Portland and stap of at Grants Station 120 Miles above Portland.

yours Respectfully

**AN ILLINOIS SEED HOUSE**

Rockford, Ill., is noted for the enterprise and energy of its merchants, and one of the most successful establishments of the city is the seed house of Mr. H. W. Buckbee. We give herewith an illustration showing the shipping department of Mr. Buckbee's seed establishment. This concern originated from a very small beginning, but it has met with such success that to-day the gentle-



SEED HOUSE OF H. W. BUCKBEE, AT ROCKFORD, ILL.

man at the head of the business bows with modest pride and acknowledges that thrift, push, perseverance and good judgment have won a large and constantly increasing business. The trade extends all over America, orders being filled from all parts of the country. Extensive additions have been made to his establishment, which is very large. His store is a model of convenience. Mr. Buckbee is proprietor of the Forest City greenhouses, which are very beautifully equipped and cover an area of several acres. A large seed farm is also his property, which is considered a model.

**OREGON WHEAT IN DETROIT.**

The *Detroit Market Report* says: "The recent depression in white wheat in this market is due to the fact that fully 1,000,000 bushels of Washington and Oregon wheat has been brought into the state by millers during the past six weeks. It makes more flour to the bushel than our own white wheat, but lacks the strength and whiteness, having more starch and less gluten. Local millers mix it with our own winter wheat and produce a very satisfactory flour."

The above authority is unquestionably sound, but the statement is quite a surprise to dealers generally. We may have made the remark before, but we rise to repeat that this is a great country, and wheat is kept on draft somewhere most of the time.—*Toledo Market Report*.

Give us the news and we will gladly publish it free of charge.

**"KEEPING PRICES STEADY."**

One of the most important ends sought to be gained by the new farmers' movement is the sustaining of produce prices at the same level all the year round and the complete abolishing of all speculation in grain. If the first named feature could be assured the second would follow as a matter of course, since the essence of speculation is the effort to anticipate price changes and take advantage of them by selling ahead of a decline or buying for a rise in quotations. It is proposed to accomplish the leveling process by the issue of a sufficiently large quantity of bills to make "money" plentiful at all times, thus removing "the legitimate cause for decline in prices."

No doubt the inciting cause for such conditions as were observed last winter, when the rush of grain to market was so great as to carry quotations to the lowest point known in a quarter of a century, would not operate so forcibly if the farmers had all the money they wanted and were able to borrow more by storing their grain in government warehouses. But ups and downs could not be avoided by any legislation short of what would make the currency absolutely worthless. The prospect of a poor harvest must cause many a farmer to hold back supplies from the markets, and the promise of an abundant yield makes them anxious to sell in order to find room for the

proceeds of the new crop. In the first case buyers for consumption would bid over each other, and in the second would hold off as long as possible. If prices did not rise or fall under such circumstances, and all the more extensively because of the absence of a speculative flywheel to help maintain the balance, it must be on account of the prevalence of conditions utterly at variance with anything hitherto experienced. Consequently they can only be theorized about, with no reasonable warranty

that the result would be as expected. The danger of its being adverse, like that following the passage of the McKinley bill, may well make the dreamers hesitate, less instead of Utopian bliss the end would be far greater discomfort than is now complained of.

The utter absurdity of the idea is exposed when one takes into account the fact that a surplus has to be disposed of in foreign markets. If no more is to be produced than is consumed at home there might be some plausibility in the plea that prices could be steadied by the issuance of bank bills enough to carpet the country with promises to pay. But with the people of other lands wanted as customers for one-fifth of our wheat crop, and nearly as large a proportion of our corn in the shape of meats as well as grain, there is no hope unless we first convert them to the policy of paying more than they are compelled to for the supply of their wants. Especially would it be found impossible to keep steady the price of cotton, of which crop we export about two-thirds every year. Yet that is the article singled out by one of the lecturers as the leading instance of promised steadiness in prices. To assert that the 11 or 12 cents per pound often paid for cotton in July could be maintained all through the year when foreign customers must be found for two out of every three pounds that are raised is such arrant nonsense that it scarcely merits contradiction. Either it is the sheerest kind of demagogism or the man who preaches it thereby advertises himself as fit for the lunatic asylum.

The exports of clover seed from New York from Sept. 1 to Feb. 2 were 43,567 bags compared with 44,075 bags in the corresponding period of 1889 90.



## NEBRASKA'S WAREHOUSE BILL.

One of the most important bills introduced in the present Nebraska Legislature, and certainly of the most interest to elevator men and grain dealers, is that fathered in the Senate by Mr. Shea and in the House by Mr. Watson of Nebraska City, known as the Warehouse Bill. It provides for the creating and regulation of public warehouses, the housing, shipping, weighing and inspection of grain.

The first section provides that all elevators or storehouses in which grain or other property is stored for a compensation, whether the property stored be kept separate or not, shall be declared public warehouses.

The owner, lessee or manager of every public warehouse must make weekly statements under oath, on or before Tuesday, the amount of each kind of grain, as also of all other property stored therein up to the Saturday night previous; what warehouse receipts have been issued or are outstanding. In metropolitan cities the warehouseman must make daily changes in his notice of the kinds and amount of grain on hand. The different grades of grain shall not be mixed with inferior lots without the consent of the owner or the consignee thereof. These weekly statements must be posted in a conspicuous place in the warehouse.

Owners of property stored in these warehouses, or the holder of a receipt of such property, shall always be at liberty to examine such property and all the records of the warehouse relating to such property.

Public warehouses shall be divided into classes A, B and C. The owners shall receive, ship and handle all property except that considered extra hazardous, without discrimination.

Warehouses of class A include elevators, houses and granaries, in which the grain of different owners is stored in such a manner that the identity of the different parcels cannot be preserved. Class B includes all other granaries, warehouses and elevators in which grain is stored in bulk. Class C comprises all places in which property is stored for a consideration.

The proprietor, lessee or manager of every warehouse must before transacting business take out a license from the board of transportation, which may be revoked by the same board because of violation of the law. The party licensed must file with the above board a bond in the penal sum of \$10,000.

Any person conducting a public warehouse without a license may be fined not less than \$100 nor more than \$500 for every day he violates the law. The state board of transportation may also renew his license or grant a new one to a party whose license has been revoked within one year of the time of revocation.

There shall be no discrimination in the matter of receiving grain for storage purposes, and in houses of class A the same shall be inspected and guarded and stored with grain of the same grade. Grain of different grades shall not be mixed, but if the owner so desires it may be kept in a separate bin, which fact shall be stated in the receipt issued for the same. No grain shall be delivered unless after having been duly inspected by the proper officer.

The warehouseman shall give receipts for all grain stored in his house, after he shall have been satisfied that all charges which may act as a lien against said grain have been paid.

When grain or other property shall have been delivered from a warehouse, the receipts therefor shall be marked "canceled."

No warehouseman will be permitted to annul any receipt limiting or modifying his liabilities.

On the return to the warehouseman of a receipt properly indorsed, and the tender of all charges, the property stored shall be delivered. Failure to deliver the property stored shall be punished by a fine of 10 per cent. of the value of the property at the time of the demand and in addition 1 per cent. of the value for each and every day of such neglect or refusal to deliver.

The owners of warehouses shall file a sworn statement with the warehouse registrar every Tuesday morning of the amount and kinds of grain in their house at the close of business the preceding Saturday. They shall also furnish the registrar a similar report regarding the business of each day and the number of receipts which have been canceled.

The Governor shall appoint with the advice and consent of the Senate, a chief grain inspector, who shall hold his office for two years. This inspector shall not be a mem-

ber of any Board of Trade or interested directly or indirectly in any warehouse in this state. This inspector shall have general supervision of the inspection of grain. He shall nominate to the board of transportation a sufficient number of assistant inspectors who may be required for the transaction of business. The chief inspector shall take an oath to discharge the duties of his office in an honest manner and execute a bond in the penal sum of \$5,000, when appointed over a warehouse of class A, and a bond \$10,000 when appointed over a house of either class B or C. Assistant inspectors shall also take an oath and file a bond of \$5,000.

Inspectors shall be governed by the board of transportation, which latter shall have power to make rules and regulations and fix fees for the inspection of grain. These fees shall be sufficient to cover the cost of inspection, and no more. The compensation of each inspector shall be determined by the board of transportation. The board may also, upon the complaint, in writing, remove any inspector who has been found incompetent or has been guilty of an improper act in the discharge of his duties.

Every warehouseman of class A shall be required during the first week of January of each year to publish in one or more of the newspaper daily, if there be such published in the town in which the warehouse is located, a schedule of rates for storage during the ensuing year. These rates, except under certain restrictions, shall not be increased during the year. No discrimination shall be made in the rates for storing grain. The maximum rate for handling grain, including the cost of receiving and delivering, shall be for the first ten days or part thereof 1 cent per bushel, and for each ten days or part thereof after the first ten days one-half of 1 cent per bushel, provided that grain damp, or liable to early damage may be subject to 2 cents for the first ten days and for each additional five days or part thereof not exceeding one-half of 1 cent per bushel; provided, further, that where the grain has been received prior to Jan. 1, 1891, under any express or implied contracts to pay and receive rates of storage different from those prescribed by law, or where it has been received under any usage or custom prior to said day to pay or receive rates of storage different from the rates fixed by law, it shall be lawful for any owner or manager to receive and collect such agreed customary rates.

All grain shall be weighed on receipt and delivery and annually on a date to be prescribed by the board of transportation.

No warehouseman shall be held responsible for loss or damage to property by fire, provided reasonable care and vigilance be exercised to protect the same; nor from heating if it can be shown he has exercised proper care in handling the same.

Warehousemen of classes A and B when they discover that any portion of grain is out of condition or becoming so, and cannot save the same, shall immediately give notice by advertisement in a daily paper in the city in which the warehouse is situated, as also posting a notice to the same effect in a public place of the actual condition of the grain as nearly as the same may be ascertained, stating all the facts relating to its receipt and grade.

Any warehouseman who shall do anything to depreciate the value of grain in his warehouse shall be held responsible as at common law, or upon his bond and in addition thereto his license shall be revoked. If grain declared out of condition is not removed within one month from the time of serving said notice, the warehouseman may sell the same at public auction for the account of said owner by giving ten days' notice in a daily newspaper.

No warehouseman shall tamper with any grain in his charge with a view to profit to himself or any other person. He may, however, at the request of the owner, dry, clean and improve the condition or value of grain, but in such case the grain shall be delivered only as such separate lot or as the grade in which it was originally received.

Persons owning grain in store and grain inspectors may at all times examine the same and for this purpose warehouses shall always be open to them. Any warehouseman who shall use imperfect or incorrect scales shall be liable to prosecution.

Any person acting as inspector without authority so to do shall be liable to a fine of not less than \$100 nor more than \$200 for every offense.

Any inspector who shall neglect to perform the duties

of his office or perform them in a dishonest manner shall be subject to a fine of not less than \$100 nor more than \$1,000, in the discretion of the court, for each offense.

Any person who is dissatisfied with the weighing of his grain may prevent the same from being deposited in the warehouse to which it has been consigned by duly notifying the proprietor of the house, or the cars in which it may be located. If in cars, the grain shall be removed within twenty-four hours after such notice.

It shall be unlawful for any warehouseman to combine with any railroad company or any individual for any purpose contrary to the direction of the owner.

If any warehouseman shall be deemed guilty of a violation of any of the provisions of this act, he may be proceeded against by the party injured in any court of competent jurisdiction. In the matter of criminal prosecution the case must be conducted by the county attorney.

Warehouse receipts for property in any class of public warehouses shall be transferable by the indorsement of the party to whose order such receipt may be issued, and such indorsement shall be deemed a valid transfer of the property represented by such receipt, and may be made either in blank or to the order of another. All receipts for property stored in warehouses of class C shall distinctly state on their face the brand or distinguishing marks upon such property.

Any warehouseman who shall issue any fraudulent warehouse receipt shall be liable to punishment in the penitentiary for not less than one year nor more than ten years.

Warehousemen shall keep a copy of this act posted in their places of business.

## INCORRECT GRAIN STATISTICS.

Those who looked carefully at the annual statistics of the grain movement as compiled by the Board of Trade and published in most of the newspapers of the city, says *The Economist* of Chicago, were doubtless considerably puzzled over the startling disparity between the receipts and shipments. In almost every instance shipments of grain are larger than the receipts. The grand total shows that there were shipped from the city of Chicago during the year 1890 about 9,000,000 bushels more grain than were received, while the warehouse stocks were rather smaller on the 1st of January, 1891, than on the corresponding date the year before. Surely 9,000,000 bushels of grain were not raised in the city limits and shipped out. On the contrary, the consumptive requirements of the 1,100,000 residents of Chicago must have amounted to a very large quantity in addition to the receipts officially recorded. It may be assumed as a positive fact that as much grain was received in the city last year as was shipped out, and it may also be assumed that anywhere from 10,000,000 to 20,000,000 bushels additional were consumed right here at home. It would seem that the Board of Trade might reform its method of collecting statistics of grain receipts. By the system now in vogue there is too much latitude for mistakes. The discrepancy referred to was so glaring that it cannot but tend to throw discredit upon the whole report of the Board of Trade. It is not necessary at this time to enter into the details of the methods by which the Board comes into possession of the daily reports of receipts of grain, but it is sufficient to say that the scheme is one which might be very largely improved upon. The information is furnished by railroads in consideration of complimentary tickets to its agents upon the floor of the Board. This privilege might be denied the railroad companies if they did not furnish more correct reports. That would be a very simple means of compelling reform in a department whose reports should be as nearly reliable as they can be made.

## GRAIN AT CHICAGO.

The receipts and shipments of breadstuffs at Chicago during January for the last two years were as follows:

	RECEIPTS.		SHIPMENTS.	
	1891.	1890.	1891.	1890.
Flour.....	369,498	665,059	337,259	573,895
Wheat.....	752,353	872,202	881,187	601,394
Corn.....	2,893,166	9,776,874	3,070,305	10,059,286
Oats.....	3,574,423	4,462,239	3,729,762	5,105,511
Rye.....	214,167	348,651	297,917	210,595
Barley.....	1,298,900	1,554,181	729,369	1,177,884



**SMUT IN CORN.**

Prof. Henry, in answer to a correspondent who wants information about smut in corn, says: The subject is one of great importance and not overestimated by you. Several years ago I started in to work on it, and proceeded far enough to find that the task was a most difficult one. I tried to check the smut by soaking seed corn in blue vitriol, carbolic acid, etc., using solutions of varying strength, some being so strong as to kill part of the seed corn. In no case did I get any results, the smut occurring just the same. Again, to help my studies, we gathered the smut in small piles at husking time on the ground, and left it there until spring. At planting time we gathered up the smut with the earth under it, which must have contained innumerable spores, and drew two horse loads to the cornfield, putting a shovelful of spores and earth on each hill of corn. I had expected to see some increase in the proportion of smut on this part of the field, but a careful count in the fall of the stalks showed no difference. After a feeding experiment with the smut, which I will not stop to describe here, I gave up the work until we had more light on the nature of this plant disease. If any method of experimentation presents itself we will gladly take it up again. The corn-smut fungus has been studied a great deal in Europe and some in this country. It has been found that the spores of the smut, after passing through the digestive track of cattle, pass off with the excrements and may multiply enormously in the dung. I doubt if growing corn for seed on clean land would be of any use, as the fungus would probably attack the plants from seed grown there as readily as that grown on smutty land. Good, vigorous seed corn may give plants somewhat more resistance than weaker seed. It is thought by some that when corn is grown for several years on the same land the smut is worse. My observation is that corn smut troubles worse in dry years. Without doubt our experiment stations will work on this investigation; what they will find out time only will tell. Plants, like men, have their diseases that seem almost past remedy, but still there seems no problem so difficult that it cannot be solved.

**INCREASED STORAGE AT BUFFALO.**

A gentleman of Buffalo, N. Y., who has considerable money invested in elevators at that point, is anxious to have Buffalo become a great center for storing grain. In a recent letter to a local paper he says:

I wish to make it known that although nothing has been heard lately of the plans that were discussed some months ago for terminal railway tracks to connect the Canadian roads, the New York Central, the West Shore and other roads with the grain elevators near the mouth of the creek, the project is very far from being abandoned.

I am taking measures to bring about such a connection, not only with my own elevator property but with such other property as can be reached in the vicinity, with a view to perfecting an organization for the storage and transshipment of grain that will be of great importance to the grain trade of the country, and to Buffalo especially. With the vastly increased tonnage of our lakes and the growing desire of the West and Northwest to make this point the natural outlet for their products, we should provide a largely increased storage for holding here whatever may be required to meet the demand.

The climate at Buffalo being admirably adapted for holding the cereals of the country, we ought, with the large rail facilities centering here, and which will very soon be, if they are not already, sufficient to carry the entire products of the West and Northwest to the seaboard—we ought, I say, to make this the seaport storage point for grain.

There is no other storage place to be compared with Buffalo in advantages. Our cool summer climate and our contiguity to all the markets and shipping ports of the seaboard, ought to give us the custody of nearly all the grain on sale at any given time, and would do so if we had the necessary warehouses and facilities for holding and handling it. Grain in store here and sold by sample at New York, Philadelphia and elsewhere, might be delivered to the buyer or on board ship for exportation in forty eight hours. Along with the storage and transfer

facilities for this business, we need a strong, responsible organization for the control and management of it, to guarantee weight, quality and prompt delivery, with ample capital to make its guarantee good and to command all the requisite arrangements and regulations.

It needs no great sagacity to see what a grand control of the American grain trade Buffalo would secure by such an organization of agencies for storing and handling it.

With simply an office here at this receiving and storage point to declare a willingness and readiness to receive grain to a corresponding well appointed office in New York City, and to receive for foreign and other shipments all grain that is destined to go forward without going in store. Have our cards explain definitely and distinctly that it is for that purpose, as all speculators and operators in grain have learned to dread New York City storage on account of the climate. This would be a new enterprise, and would be favorably received on account of the improved condition of the grain on arriving in market.

**BURNING OF VAN TASSEL'S ELEVATOR.**

New York City has lost another grain elevator by fire, and the house burned this time was a comparatively new elevator, that of E. M. Van Tassel & Co., at the foot of West Eleventh street on the bank of the North River, which was erected in 1889. The fire was discovered



E. M. VAN TASSEL'S ELEVATOR.

about 1 o'clock A. M., Jan. 14, in the top story, where a large quantity of oil meal was stored. Every other story was filled with grain, flour and feed.

In spite of hard work of a large force of firemen the building was destroyed, only the walls being left standing. The loss was about \$300,000 with only about half that amount of insurance.

The elevator, of which we herewith give a cut, was built of brick. When constructed an effort was made to erect an elevator which would be as near fire proof as it was possible to construct them. The building was nearly 100 feet long, 100 feet wide and 80 feet high, the tower being 110 feet high. The elevator had 37 bins with a total capacity of 300,000 bushels, and the elevator could elevate 5,000 bushels per hour. The elevator will be reconstructed immediately.

**PHILADELPHIA'S GRAIN TRADE.**

The following table shows the amount of grain received at Philadelphia during the past year and the preceding year, also the amounts of the different kinds exported:

	1890.	1889.
Receipts wheat, bushels.....	1,644,582	2,544,100
Exports wheat, bushels.....	767,074	1,416,666
Receipts corn, bushels.....	17,949,350	5,962,500
Exports corn, bushels.....	16,932,775	3,864,803
Receipts oats, bushels.....	4,522,670	4,494,360
Receipts barley, bushels.....	1,056,300	643,000
Receipts flour, barrels.....	2,164,422	1,041,565
Exports flour, barrels.....	861,580	554,370

The exports of barley from Canada to the United States of the crop of 1890 are estimated at 5,000,000 bushels.

**BALTIMORE'S GRAIN TRADE.**

In his annual report to the Baltimore Corn and Flour Exchange, President Randall said:

In looking around the floor at the lack of business, and with the universal story of dull times in our ears, we are prone to consider the year 1890 an unfortunate one in our business. The pitiful receipts of the day and the comparative absence of tonnage in our port would also strengthen our opinion in this regard, but we must not forget that forty steamers were unloading and loading here on one single day a year ago, and cheer ourselves with the idea that, as 1890 began so well and ended so poorly, perhaps 1891 can change in the contrary direction quite as easily and naturally.

Our wheat business for 1890 was obliged to shoulder the onus of the poor yield and poorer quality carried over from the previous year. To this was added the difficulty of making average headway in the new crop which proved so short. Nevertheless the business done was good, though not equal to our expectations. Our grades have given satisfaction and our certificates of inspection are respected. It is always against heavy odds that Baltimore struggles for her share of the wheat business in such years as the last two have been. During a portion of the last half of 1890 quotations for cereals were almost as high in Chicago and St. Louis as in Baltimore. The chance, therefore, of accumulating stock here has

been very slim and the opportunities for trading abroad have been few and far between. To such an unnatural pass did we come with values as high at the West as in Baltimore, and prices in Europe below either, that with the phenomenally low ocean freights wheat was returned from Liverpool to this market at a profit. Before next summer the facilities for handling grain are to be increased by the completion of Canton Elevator No. 3, with a capacity of 1,500,000 bushels, and Elevator No. 2, for the local trade, capable of storing 300,000 bushels. There are also good hopes that next year will bring suitable storage warehouses for hay and straw at the terminal of the trunk lines.

We must not forget that our state, the Virginias, Pennsylvania and Delaware are every year increasing their production of wheat. This market must keep pace with this improvement by watching this nearby trade closely; and consider that the combined yield of the above states amount to an average of 38,000,000 bushels, or about as much as the great state of Indiana, or Illinois, or Ohio, can raise—remember this, and we will see how valuable it is to us; too important to be jeopardized by carelessness or under-estimation.

In corn a gratifying change for the better is to be seen, surpassing in quantity our business in any year since 1879. We have also opened up new avenues to consumption and widened others. From the Mediterranean to the Baltic our shipments were in every port, and, what is a matter for congratulation, we have scarcely heard a breath of complaint of what our market has afforded. Our Exchange can look with entire satisfaction to the year 1890, wherein 21,000,000 bushels of corn were received and handled.

To sum up our grain and flour business, then, we may say that within this past year there have been handled here over 31,000,000 bushels grain and 3,370,000 barrels flour, against 28,000,000 bushels and 3,190,000 barrels in 1889.

A St. Louis miller writes as follows: "Oregon, Utah, Washington and Colorado wheat is abundant at 7 cents to 8 cents under our No. 2 Red, and all our millers are switching over to it and using less and less of Red wheat. It does not make as strong flour, but it can be sold much cheaper, and fills the holes." Perhaps we may be forgiven if we restate the economic proposition that this is a great country and that wheat can frequently be found for sale in unexpected vicinages.—*Toledo Market Report.*

Dealers in wheat everywhere are hesitating and indifferent. This applies to both sides of the ocean. On this side pretentious authorities are constantly asserting that the interior stocks are exhausted, while millers seem to be getting wheat to make more flour than they can sell at home. Abroad it is claimed that stocks are being rapidly depleted, but notwithstanding all this a strange apathy exists. We do not hear that England is bidding for wheat on this side. "Tis strange but true," for truth—in the wheat trade—is always strange.—*Toledo Market Report.*



## MINNESOTA'S PROPOSED GRAIN LAW.

A bill has been introduced in the Minnesota legislature to regulate the distribution of cars, the shipment, weighing and inspection of grain, and to fix the liability of common carriers. It was introduced by J. M. Diment, a miller of Owatonna, and provides as follows:

Section 1 provides that all common carriers shall, upon reasonable request or demand, furnish transportation for other products, whether stored in elevators or offered for shipment in hulk or otherwise, at any established side track or regular station, without discrimination for or against any person, company or corporation. The common carrier is required to keep at its several stations a complete register of all cars, and to whom the same are furnished, open for public inspection. In all controversies respecting the furnishing of cars, the burden of proof is placed upon the common carrier seeking to excuse itself for its refusal or neglect to furnish the cars.

Sec. 2 requires every common carrier operating in this state to furnish cars suitable for the shipment of wheat on demand, and be responsible for the prompt and safe transportation of the same to the consignee at the point indicated by the shipper, the cars to be sealed after they have been weighed.

Sec. 3 requires the applicant for cars to deposit \$5 with the local agent as guaranty that the car will be loaded within thirty-six hours after it is furnished, Sundays excepted. The common carrier is permitted to reclaim the car at the end of thirty-six hours, and retain the forfeit in case the former is not ready for shipment.

Sec. 4 requires common carriers to furnish cars, whether the grain loaded from elevators or wagons or in hulk, and also to be responsible for the proper weighing of the same. The common carrier is allowed the privilege of having an employe present at the weighing of the cars, and is required to furnish the shipper with a receipt, similar to a bill of lading, designating the number of the car, its initial letters, kind of grain, name of shipper, and number of pounds contained in the car, also the name of the consignee. A reasonable deduction of dockage for dirt or chaff is allowed, to be determined by the inspector when consigned to a terminal point, and when consigned to other points to be agreed upon by shipper and purchaser; also sixty pounds for shrinkage or loss by sampling.

It is also provided that the grade as fixed by the inspector, together with the market price for grain of that grade at the time the same is delivered to the consignee (or purchaser, if delivered on track) shall in case of loss determine the value thereof per bushel, and such carrier first receiving and receipting for such car lot of wheat or other grain or produce shall be responsible to the shipper for any loss after receiving it, and until the same shall have been delivered to the consignee or purchaser, in case said grain is sold and delivered on track.

Sec. 5 places all wheat shipped at Minneapolis, St. Paul, Duluth and other terminals, when established, under the supervision of the railroad and warehouse commission of Minnesota, whose duty it is to supervise the handling, inspection, weighing and storage of the same.

Sec. 6 defines the duties of inspectors and weighmasters, making no material change in the present law.

Sec. 7 relates to the duties of the chiefs and deputy grain inspectors.

Sec. 8 allows the selling of wheat by sample.

Sec. 9 provides for the testing of scales by authority of the grain and warehouse commission, or parties using the same, and penalties for the use of imperfect scales.

Sec. 10 empowers the railroad commission to apply to a judge of the supreme or a district court for a writ of mandamus to enforce compliance with the provisions of the law and empowers the court to require the offending road to pay costs if it see fit.

Sec. 11 empowers the consignor or shipper to bring suit against the common carrier in any county through which it passes in the state, for losses incurred in transportation.

Sec. 12 provides for the weighing of wheat by elevators and warehousemen, and guards against any discrimination or delay.

All common carriers by the provisions of section 13 are

required to maintain track car scales at all points of transfer from one line to another when the same are needed in order to comply with the provisions of this act.

Sec. 14 provides that no common carrier in the state shall insert in any receipt any proviso or condition or any language in anywise limiting or attempting to limit or modify its liabilities or responsibilities as imposed by the laws of the state; that any such insertion or attempt to do so shall be null and void and of no effect, but will not invalidate or limit the value of such receipt.

Sec. 15 provides that when a car of grain being shipped is transferred from the line of road of one common carrier to the line of road of another, the common carrier so receiving shall receipt to the one from which it receives such car for the full amount of grain contained therein at the time such car is received, and that each and every common carrier so receiving such car shall receipt in like manner to the common carrier from which it received the same; and that the consignee, owner or purchaser thereof, as the case may be, shall receipt to the common carrier delivering such car or lot of grain to him for the full amount so delivered, to be weighed by the deputy weighmaster at the point of delivery, and that any loss that may be found to have been sustained in transit or on track,

## WHAT THE FUTURE MAY BRING.



The ideal government of the future, according to the ideas of the Farmers' Alliance.—[Apologies to Judge].

over and above the amount allowed for dockage by the inspector at the terminal point to which it was shipped, and sixty pounds additional to each car for loss or shrinkage by sampling, may be recovered by the shipper thereof from the common carrier first receiving and receipting for such grain, by a suit at law before any justice of the peace, county, district or municipal court having jurisdiction, of the amount claimed. Such action may be brought in any county through which the road operated by such common carrier passes.

Sec. 16 provides that in case of loss occurring in transit or upon the road or track of any common carrier, such common carrier shall be responsible to the common carrier or person from whom it received the grain, and may recover the same in a suit at law brought in the courts having jurisdiction of such matters, the same as in other civil actions.

The bill is to take effect on and after its passage.

The Indian hostages that General Miles has at Fort Sheridan, near Chicago, should be taken on the Board of Trade that they might feel at home.

It is said that the entire supply of Jerusalem corn in Kansas came from two kernels. These produced the seed from which five bushels were raised the following season, and the next crop amounted to 560 bushels.

## EXTERMINATING GRAIN WEEVIL.

Mr. J. A. Lintner in a communication to *Country Gentleman*, says: A correspondent from Orange county, N. Y., has written to me making complaint of a small weevil which is infesting, to a serious extent, his flour mill and feed store. The beetles abound in the flour and in the grain, and numbers are found in the crevices of the floors, the walls, the bins, and generally throughout the mill. Urgent request is made for some method which will give him relief from their presence and the injury that they cause.

The insect is probably the grain weevil, *Calandra granaria*. It has been regarded as a difficult insect to destroy when it has taken possession of a mill and has become diffused throughout it. When confined to bins it is comparatively easy to deal with it, either by distributing slaked lime through the grain, or exposing it to the vapor of bisulphide of carbon, first tightly closing the bin to confine the vapor.

Prof. A. J. Cook of the State Agricultural College of Michigan, in a recent bulletin has given assurance that even badly infested mills may be cleared of its insects by the free and thorough use of bisulphide of carbon. If

this claim can be fully sustained it will be a discovery of immense importance to millers, in view of the alarm excited in Europe and in certain mills in Canada by the prevalence and excessive injuries caused by a comparatively new pest—the larva of a small moth known as *Ephestia kuhniella*—and the great expense that has been incurred in ineffectual efforts for its destruction.

Some time ago Prof. Cook was applied to by the owner of a large mill in Michigan which was swarming with beetles and caterpillars. So many ineffectual efforts had been made to subdue the pests that burning the mill was seriously thought of. Prof. Cook recommended bisulphide of carbon, and gave directions for its use. The directions were carried out and supplemented by the results of experience, with full and entire success. "The miller first cleaned his mill as thoroughly as possible, closed it as completely as he could, and then used gallons of the bisulphide of carbon." Each year since then (mills are liable to be infested at any time) he has used the insecticide, about twelve gallons at a time, except the previous year, when the absence of insects made it unnecessary. The carbon is purchased directly of the manufacturer, in one hundred gallon cans, at from ten to fifteen cents a pound. It is applied on Sunday morning when no one else is at the mill, and a watch is kept that no one may enter until it is opened and thoroughly ventilated. These precautions are necessary on account of the exceedingly inflammable nature and the unwholesomeness of the vapor. The liquid may be freely distributed throughout the mill—upon the grain or even on the floor, it is said, without

the slightest injury to it, so complete is its volatilization. In using the liquid it should be remembered that its vapor from its great weight (almost two and one-half times heavier than air), freely diffuses itself downward; its freest use should therefore be in the upper floor of mills. This valuable insecticide is that which is being so largely and successfully used in the vine yards of France for the destruction of the grapevine phylloxera. The liquid is placed in the ground where, in vaporizing, it quickly kills the root infesting forms of this dreaded insect.

## WASHINGTON WHEAT.

The receipts of wheat, forty-eight cars, here to day were the largest in many weeks, and commission men without exception, report wheat offering in the country in greater quantities than since last November. Half of today's receipts were white wheat from the state of Washington. Peavey & Co., who are handling this wheat, are disposed to say very little about it, except to claim that the supply is well nigh inexhaustible. It costs 25 cents per bushel to get it here. It sells for 7 to 8 cents less than No. 2 red wheat. It is being sold to millers everywhere almost. Several well-posted shippers here are of the opinion that Peavey & Co. are not doing any new business in this wheat, that all which is now coming to them is an old purchase.—*Kansas City Star*, Feb. 6.



## Queries and Replies.

Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.

**No. 42. Grain Inspection.**—Will some of the readers of the AMERICAN ELEVATOR AND GRAIN TRADE please inform me how the inspection of grain can be secured and established at points in Illinois outside of those where inspection is now maintained? Also, why has not state inspection of grain been established at Peoria, Ill?—Yours respectfully, INVESTIGATOR.

**No. 43. Bugs in Elevator.**—Lately I have been troubled by very small reddish-brown bugs which gather in various places in my grain elevator. They are very thick in damp places and down in the elevator boots. I have seen them ever since the building was put up, but they have not appeared in large numbers until recently. The bugs do not eat any grain as far as I can see. They seem to be a kind of wood louse, as they apparently breed on damp wood in warm places. They are small, reddish-brown, oblong in shape, and have wings. If some one who has had any experience with them, or can suggest a remedy, will tell me what to do I will be greatly obliged.—I. G. N.

**No. 44. Liability for Stored Grain.**—In reply to "Illinois Shipper's" query No. 41, I will say I have given the question some study, and feel confident that in Illinois an elevator man cannot be held liable for the destruction of grain stored in his elevator unless he causes the fire or carelessly or intentionally allows it to be caused. From his statements I am led to think his warehouse is a public warehouse of class B. Section 2 of the Warehouse Law of Illinois provides that "Public warehouses of class B shall embrace all warehouses, elevators or granaries in which grain is stored in bulk, and in which the grain of different owners is mixed together." Section 16 of the same law provides that "No public warehouseman shall be held responsible for any loss or damage to property by fire while in his custody, provided reasonable care and vigilance be exercised to protect and preserve the same." This is the law as I find it, and I think it is plain enough to thoroughly convince "Illinois Shipper" that he is not responsible for the loss of the grain, and can easily win a suit at law. He is, in my estimation, entitled to pay for the period of storage for which he has failed to collect, and should collect it. I wish to assist my brother dealers whenever I can, and will answer any questions I can.—C. R. O. W.

## DECREASING WHEAT CULTURE IN GREAT BRITAIN.

A careful dissection and compilation of individual returns amounting in the aggregate to considerably over half a million, shows that during the past year the wheat acreage of this country has decreased by  $2\frac{1}{2}$  per cent. as compared with 1889, for whereas in the latter year British farmers laid 2,449,000 acres under wheat, only 2,386,000 acres were sown with that cereal in the twelve months which have just closed. Thus the slight increase noted in 1888 in wheat cultivation has nearly all been lost, and the figures for 1890 stand below all others with the exception of two years, 1886 and 1887, which showed wheat areas of 2,286,000 and 2,317,000 acres respectively. A glance at carefully prepared statistics shows how steady and persistent has been the decline in what may be termed our staple agricultural industry. If the mean wheat acreage of the five years that ended with 1890 be taken into consideration the figures of the present year will exhibit a loss of 650,000 acres. If we go back to the 1871-75 period, which is anterior to the depression in our agriculture that followed on the great development of farming in the Western States of America, we find that no less than 1,140,000 acres have passed out of wheat culture. This means that at the present time only two acres are to be found under wheat in Great Britain as compared with three acres some fifteen years ago.—*The Miller, London.*

The fact is clearly and emphatically stated by the Burlington *Hawkeye*, as follows: "No greater calamity could befall the Western and Northern farmers than the enactment of the crazy schemes with which cranks and demagogues are for the moment fooling them."

## ELEVATOR CHARGES AT NEWPORT NEWS, VA.

Of late much has been printed regarding the charges for handling grain at Newport News, so we give an itemized account of grain handling charges of the Newport News Elevator, an illustrated description of which appears elsewhere in this issue.

On grain from cars inspected in good condition, receiving, weighing and storing for first ten (10) days or any part thereof, one and one-quarter ( $1\frac{1}{4}$ ) cents per bushel, and one quarter ( $\frac{1}{4}$ ) cent per bushel for all subsequent ten (10) days or part of same, so long as such grain remains in store and in good order. Same when received from vessels, one and one-half ( $1\frac{1}{2}$ ) cents per bushel.

Vessels or canal boats are to pay usual charges for shoveling and trimming.

Delivering in bags, including sewing or tying, with specific weight in each bag, one and one-half ( $1\frac{1}{2}$ ) cents per bushel. Delivering in bags, including sewing or tying, without specific weight in each bag, one (1) cent per bushel.

Grain from elevator ordered to be loaded in cars will be charged one-half ( $\frac{1}{2}$ ) of one cent per bushel.

All grain run to special bins, for delivery to teams in bulk will be subject to an additional charge of one-half ( $\frac{1}{2}$ ) of one cent per bushel.

Transferring grain while in store, one-quarter ( $\frac{1}{4}$ ) of one cent per bushel.

Screening and blowing, one-quarter ( $\frac{1}{4}$ ) of one cent per bushel.

Mixing grain, one-quarter ( $\frac{1}{4}$ ) of one cent per bushel, to be charged upon each bushel forming the mixture.

These are the same rates that govern in all the large elevators located in the Atlantic seaboard cities.

## FAITH IN THE COUNTRY DEALER.

We do not think that the country elevator man, as a rule, loses by the inspection frauds of the city. He so thoroughly understands what to expect that he protects himself against loss by purchasing all the grain he can at the lowest possible price. If he (the elevator man) thinks the city inspectors are cheating the farmers, he should heartily join hands with them in an attempt to right their present wrongs. We are quite anxious to believe that the country dealer would be glad to give farmers prices for their grain according to its proper grade, but cannot (as claimed by our correspondent) for the reason that "the inspector grades it nearly all one grade." It is evident that the present method of inspection is not a just one. This being the case, our readers, both farmers and local grain dealers, should give the subject their earnest consideration, and demand any legislation that may seem necessary to improve matters in this connection.

Now, we do not want our grain dealing friends to think that we imagine they have no grievances. That they have we are well aware; still they seem better able to protect themselves than are the farmers. One of the troubles experienced by shippers of grain is the varying amount of shrinkage. Some months a shipper finds that his cars average over ten bushels of shrinkage; other months five or six bushels. On the other hand, cars very seldom overrun, and when they do it is only from a few pounds to three or four bushels. Changing the men who do the weighing may have something to do with the trouble.

We believe that were grain more thoroughly cleaned before shipping to Chicago, there would not be so much trouble about grading. Even a little dirt in a carload makes a great difference in the grade. If grain is really clean, plump, bright, heavy and sweet, it will in all probability gain its proper grade.—*Farmers' Review.*

## HELD HIS WHEAT.

An eccentric old bachelor named Frank Ebeling died the other day at Atchison, Kan. He was originally a brewer, but embarked in the grain business long before Atchison had an elevator. He had a large warehouse and lived in his office. Among his assets are 3,000 bushels of wheat which he had in his warehouse five years, refusing to sell because the price never reached his mark of value. "The care of this wheat was his fondest occupation, and he constantly turned it with a wooden shovel until the kernels have become as glossy as the surface of a china nest egg."

If you want to succeed in any branch of the grain trade read the AMERICAN ELEVATOR AND GRAIN TRADE, only one dollar a year.

## Trade Notes.

The Stilwell & Bierce Manufacturing Company of Dayton, O., have 4,500 of their feed water heaters in use.

Borden, Selleck & Co., 48 and 50 Lake street, Chicago, are having a fair trade in Harrison Conveyors.

The Jeffrey Manufacturing Company of Columbus, O., makers of chain belting, elevating and conveying machinery are enjoying a good trade.

Huntley, Cranson & Hammond of Silver Creek, N. Y., state that trade is a No. 1 with them, their sales being considerably larger than in January, 1890, while inquiries were never so numerous at this season of the year.

The Charter Gas Engine Company of Sterling, Ill., writes us: "Orders are beginning to crowd us thus early, for we have booked for 'Charters' as far away as Washington, D. C., and for near states such as Iowa, Missouri and Illinois." G. M. Robinson was re-elected president of the company. Last year the company did the most profitable year's business for eight years.

## KAFFIR CORN IN KANSAS.

A farmer near Council Grove, Kan., raised a crop of Kaffir corn the past season, and makes public a few reasons why it should be grown by the Kansas farmer. During seven weeks' drouth in July and August, it grew right along and never curled a leaf. With early planting and good cultivation it will produce forty or fifty bushels per acre on land that is too thin and poor to raise Indian corn. It will produce as good crop of seed in a dry season as ever was known in Central Kansas. It yields an enormous quantity of fodder that is superior in quality to corn fodder. The seed weighs about fifty pounds per bushel, and weight for weight is equal to oats and very nearly equal to Indian corn in feeding qualities. It is good feed for horses, hogs and cattle, and especially for poultry. A bushel will seed an acre broadcast, or twenty acres with a lister. Sown broadcast it will yield more feed (acre for acre) and of a better quality than millet, sorghum, timothy and clover. The foliage stays green through the driest season until killed by frost, thereby prolonging the season for cutting beyond that of any other crop. It is destined to be as generally grown for grain in Kansas as oats is now, and that it will be a far more profitable crop. I believe it may be, and soon will be harvested with the header and threshed as cheaply as wheat. It should be planted with a lister when grown for seed, and put in as early as corn, not later than the last of April, as a severe drouth somewhat retards its growth.

## A CHICAGO BEAR.

"The success of Mr. Pardridge on the bear side for weeks has been something remarkable," said the head of one of the houses which has sustained losses in trying to turn the market against him. "He has sold and sold when every one supposed he was getting himself in a hole. He has at present from 3 to 6 cents profit in great lines of short wheat which nothing but a stampede caused by a declaration of war can prevent his buying in at any time he feels like it. Why, Mr. Hutchinson, as a manipulator, is lost sight of just now. The plans of the two operators are widely different. Hutchinson sits in his big chair, keeps his brokers on the trot to the pits and gives his orders so that all around him can hear, buys one minute, sells the next, starts to run a corner one day and is, short the next, in fact, has not, since he put wheat to \$2, done anything wonderful in manipulation, although he has made many attempts. Pardridge does the trotting himself. He is in the pit feeling of the crowd one minute, walking up and down the steps the next, then off in a corner whispering with a broker, then down stairs to McCormick's or Kennett's or over to Dunham's, again back up stairs, pushing the fellows into the pit to 'give it to them,' but all the time with his hands in his pockets or behind his back and never scared." Those who listened thought the speaker had the two men down pretty straight.

The inspected receipts of flaxseed at Chicago for January, 1891, were 264,000 bushels, against 164,500 bushels for January, 1890. The inspected shipments for January, 1891, were 195,190 bushels, against 157,698 bushels for January, 1890.



## COMMUNICATED

[We invite correspondence from every one in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

### "WHAT WE WANT."

*Editor American Elevator and Grain Trade:*—You will please find inclosed herewith the sum of one dollar in payment for one year's subscription to the AMERICAN ELEVATOR AND GRAIN TRADE. We have come to the conclusion that it is just the journal that we want.

Yours truly, NORTON & SON.  
Tallula, Menard Co., Ill.

### WORTH THE MONEY.

*Editor American Elevator and Grain Trade:*—We have at hand the January issue of the AMERICAN ELEVATOR AND GRAIN TRADE, and after reading it we can say that we believe it to be worth all you ask for it. We hand you inclosed herewith the amount of one dollar for which send us the journal to the following address and oblige,

Yours truly, I. W. SAWIN & Co.  
Lona, Colos Co., Ill.

### "USEFUL ACCOMPANIMENT."

*Editor American Elevator and Grain Trade:*—Inclosed you will please find one dollar for which send me your valuable journal, the AMERICAN ELEVATOR AND GRAIN TRADE, during the year 1891. I have examined it carefully and have come to the conclusion that that journal is a very useful accompaniment to a successful elevator and grain business.

Very truly L. C. HOUGH.  
Plymouth, Mich.

### AN ECONOMICAL AID.

*Editor American Elevator and Grain Trade:*—I am doing a good business and making money, and the outlook for the future is very bright. I therefore inclose the sum of one dollar for which you will please send me the AMERICAN ELEVATOR AND GRAIN TRADE from February, 1891, to January, 1892. I could not afford to do without it even at ten times the cost, as it has saved me money. In fact, it saved me several hundred dollars in buying machinery for my new grain elevator, and in economy after starting up. I always read every number carefully and wait patiently for the next.

Yours very respectfully, JOHN DAVIS.

### SHORT WEIGHTS.

*Editor American Elevator and Grain Trade:*—I observe that "Observer" in your January issue accounts, in a masterly manner, for the shortages which have been causing my brother shippers of the West much trouble ever since the railroads commenced hauling their grain to market loose in a car, or in bulk, as it is called. Being a Western shipper who has suffered heavy losses on account of reported shortages, I, of course, cannot help but agree with "Observer" in thinking that the country elevator men are all fallible while those at terminals are infallible.

To begin with no human being is infallible and even automatic weighing machines get out of order and weigh incorrectly. All will agree that country elevator men are well enough posted to know that their shipments are weighed at destination and it would be worse than useless for them to intentionally report weight in excess of the amount they had placed in the car. The weighman at the terminal knows that his weights are the ones that must be accepted, and as he feels privileged to deduct for future shrinkage and any loss which he thinks might possibly have been caused by leaky cars and reckless loading, handling or unloading he makes a large reduction from the actual weight and reports it as correct weight.

It is customary for him to deduct to allow for these emergencies and the more he takes the less is his house liable to lose on account of them, and the more he takes the greater will be the profits of his employer. If only three or four bushels are taken from each carload received, some of the houses would have 50,000 to 100,000

bushels ahead at the end of the season. Self interest prompts them to be dishonest whether they are so or not. Self interest prompts country shippers to honestly report the weight of shipments for then we are more likely to receive just treatment when we kick against a real shortage. For if the shortage really occurs there is a possibility of it being discovered. When shortages are found to be due to the carelessness of others it places another feather of infallibility in our cap, and terminal elevator men are deprived of the chance to charge us with inability to ever weigh correctly.

It is easier to account for large shortages, especially when the shortage is about the amount weighed by the receiver or shipper at a single draught than for the shortages of 100 to 1,000 pounds, and it is these shortages that cause the most trouble.

Some shippers may frequently have weights reported in excess of the amount they thought they shipped, but I must say that such a thing very, very seldom occurs in my case, and I doubt if any shipper has as many "over-runs" as shortages reported. No good reason can be given for a shortage occurring oftener than an excess, yet every shipper knows that a shortage is reported in fifty shipments where an excess is reported in one. This has been my experience and the experience of other shippers with whom I am acquainted. When the excess is large the temptation for the terminal elevator man to appropriate my grain to his own use is greater, for he knows I will not kick and will be satisfied if I come out even, so he reports my weights correct. Excesses as large as those cited by "Observer" I never before heard of, but that may be the fault of the terminal elevator man not mine. Hereafter I shall keep my eyes wide open and maintain a close watch lest a shortage of that magnitude occur and I not know of it. For the information contained in that article I am very much obliged to "Observer" and also to the AMERICAN ELEVATOR AND GRAIN TRADE, which I shall always read.

Thankfully, A READER.

### TRANSFER SCALES AND HOUSES

*Editor American Elevator and Grain Trade:*—I wish to call your attention, as well as the attention of your readers throughout the country, to the wretched facilities for transferring grain from the cars of one road to those of another at junctions and terminals. The lack of proper facilities has caused me a number of small losses and much annoyance, and I doubt not that every shipper of through grain has had a similar experience.

At terminal or junctions where grain is transferred by means of a storage elevator, I always anticipate a shortage, and Eastern buyers invariably report one. Proprietors of few if any storage elevators do not deduct for future shrinkage. They always do it, even if they know that the grain is to be shipped immediately.

At some places where grain is transferred I am informed that the railroad companies use uncovered track scales, and shippers lose much by these unreliable scales, which are subject to the influence of wind, ice, snow and rain, and are never long in order. If they weigh correctly, it is by accident. Shippers of course are not asked to stand the loss caused by antiquated methods of transferring grain. The railroad companies, being responsible for the loss, do not have the nerve to ask their patrons to stand it. They just compel them to put up with the loss and say nothing. Every shipper will agree that this is as it should be. If any disagree with me, let them speak out. Do not be afraid. I am noted for my admiration of people who disagree with me.

Some states have laws providing that grain transferred and weighed in bulk shall be accurately weighed in covered hopper scales of sufficient capacity to weigh a carload at a single draught. The Illinois warehouse law makes this provision, and I think the Minnesota and Missouri laws have something bearing on this subject, but I am not certain. The "Jumbo" scale used at some points is not as reliable as scales used for that purpose should be. Uneven tracks and bad weather greatly interfere with their weighing correctly. Some of them are not large enough to weigh a carload at a single draught, and this I hold to be a great drawback to any scale used for weighing grain in bulk.

The best system of weighing grain for transfer from one car to another is by means of a transfer warehouse which has no storage facilities. In it the grain can be elevated and weighed in a stationary hopper scale by the carload, and then dropped into another car. Such a scale is less liable to get out of order, and weighing, as it

does, a carload at a time, removes a great opportunity for errors in weight.

I maintain that transfer houses with large hopper scales are far ahead of anything else for weighing and transferring grain from the cars of one railroad company to those of another, but shippers may lose grain even by their use. I recently learned of one where all grain passing through it was weighed by a representative of a commercial exchange to insure protection to the owner of the grain. Of course the railroad companies might steal some of the grain, but I think they have too much else to attend to. Then, too, the owner of the transfer house might desire to take a little home to feed his cow, chicken or horse, so the representative of the commercial exchange was placed there to insure honest weights. The honest representative of the exchange, having formed a sincere friendship with the owner of the transfer house, he permits or fails to see that before the grain gets into the hopper of his scale a barrel full is extracted from each carload transferred. Whether they divide the profits or not I do not know, but I do know that they steal from shippers. If I can get time I feel that I can certainly secure sufficient evidence to send this honest couple to prison, and if a change is not soon made I feel that I cannot resist the temptation.

If any others are aware of the dishonesty of this couple, I should be pleased to know it. For fair and honest weights,

Yours, TOLERATION.

### NEW YORK TRANSFER CHARGES.

*Editor American Elevator and Grain Trade:*—I have been informed that recently an effort was made at Chicago by the Erie Canal boatmen to secure the co operation of Chicago grain shippers in demanding a reduction of the high charges for transferring grain at Buffalo and New York harbor, but failed. I was pleased to learn that the robbers at these points were meeting with some opposition, and not surprised to hear that Chicago shippers were not sufficiently interested in the move to attend the meeting.

Most of the Chicago shippers think it will make no difference to them whether the cost for transferring grain at these points is 5 cents a bushel or nothing. They know that if they have to pay 5 cents, all shippers will have to pay 5 cents, so they can make just as much profit as any shipper. When they cannot make a profit they do not ship. The 5 cents is paid by the producer and the consumer, as is also their profit. They are too narrow minded to see that if the cost to the consumer is reduced, and the price paid the producer advanced, more will be produced and more consumed. Consumption and production arbitrarily follow price. An advance in price encourages production and discourages consumption. A decline has the opposite effect. By compelling a reduction in the transfer charges at Buffalo and New York harbor an advance and a reduction would be effected in the price. If a reduction is effected in these onerous charges, it will also increase the amount of grain to be handled by shippers at Western lakeports, and greatly increase the receipts at Buffalo, and much grain that is now sent by rail to the sea-board would be sent by the all-water route.

I have not only been informed by a number of well-informed persons that the elevator rings at Buffalo and New York harbor are mere tools of the Eastern railroads, but I have looked into the subject myself, and I know that it is true. The railroads do all in their power to injure the water route, in order that they may obtain more freight to carry. More grain being shipped East than any other single item, the railroad companies that have to compete with the water route make a strong effort to force it all to go by rail. They have gained control of the elevators at Buffalo and New York harbor, and charge an unlawful sum for transferring the grain in hope of driving it East by the all rail route. They will continue to do this until their pool is broken or a strong competitor arises.

The boatmen of the Erie Canal have talked of operating lake propellers and transfer elevators at Buffalo, which it must be admitted would be a very good scheme; but I do not think it will ever be realized. I have more faith in the prediction that the pool will be broken by the Lehigh Valley Railroad Company just as soon as it gets in a position where it can have its own way. It now has a number of lake propellers, terminal elevators, and I am told it is preparing to operate its own boats on the Erie



Canal. The time is not far distant when this or some other strong corporation will pronounce in favor of just and fair rates. Then will Buffalo and Western lake ports have more grain to handle, the producer will receive better prices for his grain and the consumer pay less for it.

The Chesapeake & Ohio Railroad was bought by the owners of the New York Central last year in order that they might stop the grain that was being attracted to Newport News by the low freight rates and low transfer charges. Although very rich, the Vanderbilts are still very avaricious.

If the producers and the country grain dealers would combine and demand that these outrageous, unjust and unreasonable charges be reduced, I think we might secure lower charges for transferring grain in New York state and get the full benefit of the water route. Let us try, at least.

Truly, HOPEFUL.

#### GRAIN CLEANING.

*Editor American Elevator and Grain Trade:*—By the timely remarks of "A Subscriber" in the last issue of your valuable journal, I am prompted to make a few observations on that subject myself. It is well known that country dealers lose considerable by not cleaning their grain, but it is not so well known that many dealers who try to clean their grain make a dismal failure of it, and receive no recompense for their trouble.

The elevator man is most always to blame. Either he has poor machines, incompetent workmen, or both, and the expenditure of power, labor and wear on the machinery bring in no return. Although the subject of grain, and especially wheat cleaning, has been discussed for years, still there is room for great improvement and much can be gained by observation and study. At each stage of grain cleaning we must consider the different methods and the principles involved in their operation. We first take the wheat as it comes to the elevator. It contains chaff, cockle, dirt and other impurities which must be taken out. In some elevators grain cleaning is entirely neglected. Some do it thoroughly and others do not.

The machines should be examined frequently to determine whether or not they do their work right. They cannot be looked after too often, and the capacity should also be kept in mind. Many separating machines are overworked, not because they are too small, but because they are too often run with too heavy a feed. Any practical elevator man knows that the feed should be about the same at all times, because the machine is arranged to handle a certain quantity without waste.

Another thing should never be overlooked, that is the placing of the cleaning machines. They should be in a separate room, and the room should be well lighted, not stuck away back in some dark corner where we often see such things. Machines for successfully cleaning vary, and a well-selected cleaning department should never be overlooked. So many machines are in the market that one can easily select a good outfit. The overworking of cleaning machines has for years been thought the best way by some, and I know men who practice it to-day. Compare their wheat with that cleaned by the watchful and careful dealer who does not crowd his machines and you find it not so well cleaned.

Wishing the AMERICAN ELEVATOR AND GRAIN TRADE the great success it merits, I am,

Very respectfully, A. SUBALSO.

#### TOLEDO CLOVER INSPECTION.

The *Baltimore Daily Produce Report* again refers to our clover seed inspection. It accuses us of bad language, which consisted, we own, of charging falsehood in the first statement, and now there are two letters here from the author of the original statement acknowledging that he did lie. That sufficiently disposes of that charge. But the gravest point made by our contemporary is that our secretary has gray hairs. That is an unanswerable reflection on the character of any gentleman.

One more point is made, that within ten years a shipment of clover seed from Toledo to Baltimore was re-shipped to Toledo to be applied on a contract, and was so applied. We are rather too busy to thresh ten-year old straw. Our contemporary can get \$100 when he can produce a carload of our clover seed, officially inspected, that is not up to our grade.

Baltimore wants Toledo wheat weighing 65 pounds, so that it can be mixed down to 56 pounds for export. Is that what's the matter with clover seed dealers?—*Toledo Market Report*.

#### ROBBERS EXPOSED.

A meeting of grain shippers, grain commission dealers and vessel agents was announced to be held in the call room of the Chicago Board of Trade Jan. 28. It was expected that Captain M. DePuy, president of the Canal and Harbor Protective Union of the state of New York, would address the meeting and explain how grain shipped by the lakes and Erie Canal is forced to pay \$26 per 1,000 bushels more than the cost on all-rail grain at Philadelphia, Baltimore or Newport News.

Owing to some misunderstanding, or lack of desire upon the part of shippers to attend the meeting, the attendance was very small, and Captain DePuy did not deliver his carefully prepared address, from which we take the following:

A comparison of grain elevator charges at the ports of Buffalo and New York on cereals passing over the water route to the metropolis versus the cost on all rail routes from Chicago to Philadelphia, Baltimore or Newport News:

The following exhibit is based upon a cargo of 111,500 bushels corn carried by the steam barge *America* last season:

Charges at Buffalo are as follows: Shoveling to the leg of elevator, \$4 per 1,000 bushels, \$446; elevating, \$8.75 per 1,000 bushels, \$975.63; trimming in canal boat, \$1.25 per 1,000 bushels, \$139.37. Total for 111,500 bushels, \$1,561.

Charges at New York are: Shoveling to leg of elevator, \$1.50 per 1,000 bushels, \$167.25; elevating, \$11.25 per 1,000 bushels, \$1,254.37; trimming in ship, \$2 per 1,000 bushels, \$223. Total for 111,500 bushels, \$1,644.62.

Total cost for 111,500 bushels corn in both ports, \$3,205.62.

The cost of transferring same amount of grain at Philadelphia, Baltimore or Newport News is: Elevating,  $\frac{1}{8}$  of a cent a bushel, \$1.25 per 1,000 bushels, \$139.37; trimming grain in ship, \$1.25 per 1,000 bushels, \$167.25. Total cost for 111,500 bushels, \$306.62.

Showing the extra cost of grain sent by the water route in transfer charges on one cargo of 111,500 bushels of corn to be \$2,899.

The charge that grain can be elevated at a cost of  $\frac{1}{8}$  of 1 cent a bushel, \$1.25 per 1,000, is sustained by evidence of individual elevator owners. And Mr. Charles Sparks, foreman of the Pennsylvania Great Terminal Double Legged Elevator at Buffalo, gave the figures showing that \$44 paid all the labor and fuel expenses of that elevator to transfer 10,000 bushels of grain per day. To this amount \$18.50 can be added for sundries; then the expenses would equal only a sixteenth of a cent a bushel, \$62.50 per day, for elevating the 100,000 bushels of grain. Hence there can be no doubt about grain being elevated at a cost of  $\frac{1}{8}$  of 1 cent a bushel at Philadelphia, Baltimore or Newport News, thus proving that there is actually over  $2\frac{1}{2}$  cents a bushel between the transfer charges on lake and canal grain and the East on all-rail grain.

At Buffalo, according to the weighmaster's reports, there are forty-six elevators, including storage elevators, tower elevators and floating elevators. His report also shows that the fourteen towers and floaters have not handled a bushel of grain for several years, and Mr. John Felderhouse of Buffalo, who is well known among all transportation men, makes a startling statement that the shares allowed these old idle towers and floaters pay their owners from 30 to 50 per cent. dividend annually on the first cost of construction.

The following official figures furnished by the New York Produce Exchange are significant: Receipts of grain in New York by canal in 1880, 71,850,181 bushels; receipts by canal in 1890, 31,912,838 bushels. Decline in ten years, 39,837,243, notwithstanding since 1883 New York's canals have been free to the commerce of the world—as free as the waters of any river, lake or ocean are. Besides, since 1880, the state has expended several million dollars in improving its canals by lengthening the locks sufficient to pass two boats at one locking, instead of one boat. Furthermore, the latest improved steam canal boats move from 30,000 to 50,000 bushels of grain in a single tour from Buffalo to New York.

The Erie Canal is now capable of floating from Buffalo to tidewater over 200,000,000 bushels of grain during the season of canal navigation. This estimate is based on the fact that boats can pass through a lock in ten minutes, six per hour. Now say five are loaded with grain and one with lumber, which is a correct proportion, and the average boat carries 240 tons, equal to 8,000 bushels

wheat, 8,700 bushels corn or rye, 10,000 bushels barley, or 15,000 bushels oats, which averages about 9,000 bushels grain in a cargo, five boats in one hour, 45,000 bushels, 120 boats in twenty-four hours, 1,080,000 bushels, in 210 days of canal navigation 226,800,000 bushels would be transported from Buffalo to New York by canal.

A resolution was prepared, to which all shippers could and should have given their support, but so few were present that it was not presented. The resolution was as follows:

WHEREAS, The charge made by the grain elevators at Buffalo and New York for transferring grain shipped via the great lakes and Erie Canal is \$28.75 per 1,000 bushels, and

WHEREAS, The cost at Portland, Boston, Philadelphia, Baltimore and Newport News for transferring grain shipped by rail is only \$2.75 per 1,000 bushels, and

WHEREAS, This difference, equal to  $2\frac{1}{2}$  cents per bushel, between the cost for transferring grain shipped by rail to the Atlantic seaboard and grain shipped by lake and canal places the water route to the Atlantic seaboard at a great disadvantage, and

WHEREAS, It is apparent that the cost of making such transfers is no greater at Buffalo and New York on lake and canal grain than the cost at Portland, Boston, Philadelphia, Baltimore and Newport News of transferring all-rail grain, therefore be it

Resolved, That we, dealers in grain, vessel agents and vessel owners of the city of Chicago, do hereby earnestly protest against such unjust discrimination in favor of the all-rail route, and respectfully request that such action be taken by the legislature of the state of New York as will remedy the evil complained of.

#### TRICKS AND INJUSTICE.

We find the following tidbit in the *Nor'west Farmer*, Winnipeg, Man.: "A member of the Winnipeg Grain Exchange shipped a ear of wheat to a mill in Ontario recently. As soon as it got there the miller telegraphed: 'Wheat very badly out of condition.' The Winnipeg dealer wired back: 'Examine car carefully and send full report of condition.' To this the Ontario miller sent the following: 'Give orders to station agent to open car.' And again the Winnipeg dealer telegraphed: 'How did you know it was out of condition?' This is a fair example of the manner in which several of the little Ontario sharks endeavored to have a few cents knocked off the wheat."

"Little Ontario sharks" are common throughout the country, and they succeed in not only knocking a few cents off the wheat they purchase, but also in many cases the entire profit. Most of the said sharks are of a shrewder sort than the Ontario cheat, who stupidly gave away his little scheme for defrauding the honest citizen of Manitoba. In this country no grain dealer would have been fool enough to show his hand in the way done by the Ontario man, and there is just where the chief trouble lies. It is only now and then that the methods of such men are shown up in their proper light. Their tricks are so skillfully contrived that few are able to detect anything wrong about them. Still there is not the slightest doubt that the grain dealers of this country are often guilty of such swindling operations as that exposed by our contemporary.

Look, for instance, at the grievances which farmers have regarding the sale of their grain to country elevator men. "We will pay 20 cents for oats to day," says the buyer, and that settles it. The farmer may dump his grain into the elevator or take it home; there is no alternative for him, no matter what may be the quality of the grain he has to offer. The institute convert who farms well, exterminates weeds and uses carefully selected seed on fertile land, draws nigh unto the elevator with a load of No. 1 oats, of plump body and healthy face, and there he meets Farmer Lazybones, who, likewise, has a load of oats to sell—but what a load! It comprises some thin-faced, jundiced looking, mouldy grain, much chaff, many rose-tree seed balls, a host of weed seeds, a liberal sprinkling of varied dirt, and a very small per bushel heft. "We are paying 20 cents for oats to day," says the buyer, and Institute's oats and Lazybones' oats go down into the same pit at the same price. The buyer cleans his oats before shipping to Chicago, and makes a nice profit all around. He has cheated the honest farmer, and so has the slovenly man who sold at the same time.

This is not true of every country elevator man, but how many are guilty of just such fraudulent acts? Many of our readers can answer this question, although they may never before have given it a moment's thought. It is very discouraging, to say the least of it, when high class, clean, sweet, plump grain, the product of honest effort toward improved agriculture, brings no more in the country market than foul or chaffy grain, grown by some slouch of a man who cares nothing about "the new agriculture."—*Farmers' Review*.



# THE AMERICAN ELEVATOR AND GRAIN TRADE.

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**A. J. MITCHELL,** - - - Business Manager.  
**HARLEY B. MITCHELL,** - - - Editor.

## ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching this trade. Advertising rates made known upon application.

## CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., FEBRUARY 15, 1891.

## BUFFALO WILL NOT CONTROL.

We publish elsewhere in this issue a letter of an avaricious elevator owner of Buffalo, who is very anxious to have more grain sent through Buffalo elevators on its way to the consumer, that more profit may be realized by elevator owners of that city. An illegal tax is now levied upon all grain passing through the elevators of that city, and it is this imposition that drives grain to the seaboard by other routes, not lack of handling facilities at Buffalo.

He says he is taking measures to perfect "an organization for the storage and transshipment of grain that will be of great importance to the grain trade of the country, and to Buffalo especially." If his proposed organization will be anything in the line of the present elevator pool of that city, it will surely be of great importance to the grain trade of the country, but it will be of far more importance to the elevator owners who compose it.

Half a century ago Buffalo was recognized as the natural outlet for the surplus grain of the West, and a strong desire still exists to ship it through that city, but the outrageous charges levied upon the grain in that city and in New York harbor offset the advantages of cheap water transportation, and compel shippers to send their grain by other routes. If reasonable charges were made at these two points, little grain would go to the seaboard by other routes. Reasonable rates and fair and honest treatment by the grain handlers on other routes to the seaboard has diverted much grain from this channel, and the quantity is rapidly increasing.

What Buffalo wants with "a largely increased storage" is a perplexing conundrum. The Buffalo elevator pool has been paying the owners of several elevators at that point a large sum annually to keep their elevators closed, and the owners of transfer elevators have received \$5,000 a year for keeping their transfers in idleness. Some of this idle property is allowed to rot, other is kept in repair, but it all pays good dividends. New elevators, with increased facilities, would only mean larger expenses for the pool, and it would be necessary to levy a heavier tax on the grain passing that way. No demand exists for more eleva-

tors at Buffalo, and grain shippers will not longer permit themselves to be robbed for the payment of dividends to the owners of idle elevators.

This elevator owner says that the climate at Buffalo is admirably adapted for holding the cereals of the country. This may be true; if it is, the pool has, or soon will have, control of the climate. Ever since it was organized the pool has in some way gained control of everything that was available for handling grain which made its appearance at Buffalo, and it is not probable that it will draw a line at the climate.

He also says that "We need a strong, responsible organization for the control and management of the business, to guarantee weight, quality and prompt delivery." If the pool has anything to do with it, the organization will also need a very credulous public to prey upon. Shippers are learning of the cheaper routes, and avoiding more and more Buffalo's gang of robbers. Buffalo will never gain the "grand control of the American grain trade" this enthusiastic schemer desires.

## THOSE RECIPROCAL TREATIES.

The announcement of the treaty of reciprocity with Brazil is followed by the statement that in a few days a proclamation will be issued by the government announcing a similar treaty with Venezuela. The majority of us are apt to belittle the importance of these treaties, as our previous trade relations with these countries have not been exactly satisfactory. Thus, we have annually taken from Brazil products to the amount of about \$60,000,000, while Brazil has taken from us only a sixth of that amount. Under the treaty just negotiated all our breadstuffs are now admitted duty free into Brazil, including wheat, wheat flour, corn and its products, rye, buckwheat, oats, barley and their products. Agricultural implements and nearly all machines of whatever kind are also admitted duty free. Here ought to be a pretty good market for American products and manufactures.

Our trade relations with Venezuela have also been unsatisfactory. Over nine-tenths of her exports have been to the United States, while less than a quarter of her imports were taken from us, of which one-third was breadstuffs. With a new treaty the United States ought to find a market for enough to balance the trade between the two countries.

In Canada just now the parties are having a lively fight, the issue being reciprocity. Everywhere on the continent, in fact, there appears to be a growing desire for more intimate trade relations with the big republic, and such trade can hardly fail to be of reciprocal advantage to all concerned.

CAPT. M. DUPUY, who has waged heroic warfare in behalf of the New York canals for years, was among our callers the past month.

READERS will notice the new matter in the advertisement of Seeley, Son & Co. of Fremont, Neb., in this issue. Parties who have requirements in their line need not hesitate to write them because they are in Nebraska, which seems a good way off to some people, for they have built elevators in eleven states, and the senior member of the firm is almost constantly in Chicago. The business of the firm last year was the largest in its history, which shows the growth in public estimation of the Seeley elevator.

THE Central Traffic Association is having considerable trouble with elevator switching charges at Chicago. Several years ago the Eastern lines agreed to absorb in the grain rates between Chicago and the East the charge of \$2 a car for switching from regular elevators, provided the Western roads would agree to reduce the charge for switching grain to Eastern connections 50 per cent. This was agreed to by the Western roads, which have since then broken the agreement. Considerable interest is taken in the outcome of the matter by Board of Trade men and grain shippers generally, as the Eastern roads threaten to advance their switching charges unless the Western roads will keep their agreement.

## AVAILABLE STOCKS OF GRAIN.

The reports of available stocks of grain issued by *Bradstreet's* show the stocks of all grains, save barley, to be smaller than a year ago. The available stocks of wheat east of the Rocky Mountains on Feb. 1 was 44,258,936 bushels, which was about 5,432,000 bushels less than on same date in 1890, 3,155,000 bushels less than on Feb. 1, 1889, and 26,000,000 bushels less than on Feb. 1, 1888. The available stocks of the Pacific coast amounted to 10,693,000 bushels, against 6,144,066 on Feb. 1, 1890, and 4,413,634 bushels on the same day of 1889. The decrease in the stocks east of the Rockies during January was only 2,858,000 bushels as compared with 4,576,829 bushels during January, 1889. It must be remembered, however, that considerable wheat has been shipped East from the Pacific coast of late. The available stocks of corn are very low, being only 4,720,447 bushels on Feb. 1, against 18,420,433 on Feb. 1, 1890; 16,890,159 on Feb. 1, 1889, and 10,974,006 bushels on Feb. 1, 1888.

The available stocks of oats are also remarkably small. On Feb. 1 the stocks east of the Rockies amounted to 5,666,062 bushels, against 9,429,621 bushels on Feb. 1, 1890; 10,526,023 on Feb. 1, 1889, and 9,178,553 bushels on Feb. 1, 1888.

The stocks of barley were 3,893,162 bushels, against 2,589,837 bushels on same day of last year. The stocks of rye aggregated 726,592 bushels, against 1,991,829 bushels on Feb. 1, 1890.

## NEBRASKA'S PROPOSED WAREHOUSE LAW.

We publish elsewhere in this issue the principal provisions of the bill introduced in the Nebraska state legislature to provide for the creation and regulation of public warehouses and the housing, shipping, weighing and inspection of grain in that state. The bill is similar to the Illinois law, after which it was patterned.

Two clauses of the bill, as introduced, conflict. In one place the bill provides that "the different grades of grain shall not be mixed with inferior lots without the consent of the owner or the consignee thereof." In a later clause it provides that "grain of different grades shall not be mixed." The owners or consignees are the only persons that ever desire the grain to be mixed. It is the buyers and the grinders that object. The public warehouseman would have no objections to mixing being allowed when desired by the owner, in fact he would prefer to have it that way so that he could deal in grain at a sure profit. When a lot of extra No. 2 wheat or an extra quality of any grade of grain was received he could mix inferior grain with it and have it still remain in the same grade, but it would be "skin grade." However, he would get just as much for it as he would had he sold the unmixed extra grain by grade. Public warehousemen should be forbidden to deal directly or indirectly in grain.

The bill also provides that "any warehouseman who shall do anything to depreciate the value of grain in his warehouse shall be held responsible as at common law, or upon his bond and in addition thereto his license shall be revoked." In another clause it provides that "no warehouseman shall tamper with any grain in his charge with a view of profit to himself or any other person." Thus the permission to mix different grades of grain which is given to the public warehouseman in the second section is denied in succeeding clauses. The clause allowing mixing with the consent of the owner or consignee should be eliminated.

We wish to call the attention of country elevator owners in Nebraska to the fact that the bill provides that "all elevators or storehouses in which grain or other property is stored for a compensation, shall be declared public warehouses," and before transacting business the public warehouseman must take out a license from the board of transportation, and file a bond in the penal sum of \$10,000. Thus all public warehousemen must give a bond for the same amount whether



they do a business of \$1,000 or \$1,000,000 a year. This is clearly an injustice to the small country elevator owner who stores a little grain now and then, more for accommodation than the trifling compensation he receives.

The bill was drafted by Omaha parties who are anxious to have large quantities of grain sent there for storage. It is obviously their purpose to discourage country elevator men in storing grain, and thereby compel more grain to go to Omaha for storage. The bond of public warehousemen doing a large business should be greater than \$10,000, and in the case of those storing grain, the bond should be graduated according to the capacity of the warehouse. It is so in Missouri, and in Illinois a bond is required only of public warehousemen of class A. Illinois public warehouses of class A are those which are situated in cities of not less than 100,000 inhabitants and in which the grain of different owners is mixed together. The promoters of the bill are working for Omaha. Elevator men elsewhere in the state will do well to do a little work in the legislature for themselves.

### TO OUST THE WHEAT BROKER.

The Dominion Millers' Association have adopted a plan whereby they expect to do away with the services of the city grain brokers and buy all their wheat of a central buyer, who will receive a salary and a commission of so much a bushel. By so doing they expect to secure better wheat and at a lower price. It will be the duty of the central buyer to get prices and samples of all wheat in store at country points that is for sale, and aim to supply the wants of millers with wheat that is stored near by, thereby saving considerable in freight.

The success of the scheme, however, is doubted. As millers are unable to make satisfactory purchases for themselves, a disinterested person cannot expect to do it. Those who buy through the central buyer will be eternally kicking on quality and price, not to mention the aggravating difficulty of shortages. The central buyer may succeed in buying wheat for his patrons cheaper than they could buy it themselves, as he can easily take care of large quantities. Of course he will be thoroughly posted as to crops, stocks throughout the country, wants of all the millers, and market values, but he will have the wheat brokers to compete with. It will be to the interests of the wheat brokers to cause the failure of the plan, and they will surely concoct all kinds of schemes to accomplish this.

### CHICAGO AS A GRAIN PRODUCER.

One of Chicago's leading daily newspapers was unable to account for a difference of several million bushels of grain between the receipts and shipments at Chicago last year, and published an article on "Chicago as a Great Grain-Producing Point." A prominent grain dealer of Galva, Ill., saw the error into which the newspaper had fallen, and offered the information that the approximate amount of grain produced in Chicago could be obtained by multiplying the number of cars received by three. That would give about the amount contributed by country dealers to Chicago's annual crop.

This is the only way much of the difference can be accounted for, but the multiplier should be four at least, for that is nearer the average amount taken by the terminal elevator men from each car to allow for future shrinkage. During the year ending with November, 272,956 cars and 610 boats were inspected on arrival at Chicago. Not taking into consideration the 610 boat loads, all of which went into store, over one million bushels would be secured by taking four bushels from each car.

The remainder of the difference between the receipts and shipments can be accounted for by the fact that the receipts at the Galena elevator were not reported. The arrivals by boat would offset the through shipments, which did not go through a storage elevator. The dockage at Chicago elevators, however, is no greater than at

other grain centers. Dockage for future shrinkage should not be permitted at any point. Its abolishment would put at end much trouble and controversy between shippers, carriers and receivers.

### A COMBINATION OFFER.

The AMERICAN ELEVATOR AND GRAIN TRADE is offered to subscribers so cheap that we cannot afford to resort to the cheap premium device for the purpose of getting new subscribers. We can, however, give the reader what we know he will value more than a jack-knife or a chromo, and that is, two papers, each the leader in its class, for \$1.50 a year. The AMERICAN ELEVATOR AND GRAIN TRADE is published on the fifteenth of each month, and the subscription price is \$1.00 per year. The *American Miller* is published on the first of each month, and its price is also \$1.00 per year. It is an eighty-page magazine, almost three times the size of the ELEVATOR, and its contents are interesting not only to millers but to every handler of grain. We can furnish both papers for \$1.50 per year to subscribers. Hundreds of grain men should avail themselves of this offer. No such combination of newspapers has ever been offered readers at such a price.

The State Millers' Association of Michigan has decided that its members would not be benefited by state inspection of grain, and will not make an effort to secure it. A few farmers, however, are still anxious to have state inspection established at every market in the state.

GRAIN dealers will find it greatly to their advantage to see that the farmers whose grain they buy are provided with seed grain of good quality. Learn the varieties that are the best yielders, and in the case of wheat make sure to procure that from a bushel of which the most flour can be made.

The proposition to connect the different commercial exchanges of the country with a telegraph line owned and controlled by members of the exchanges is a good one, and will prove a severe blow to the telegraph companies which have done all in their power to prevent the extermination of the bucket shops.

An effort is being made in the Illinois and Minnesota legislatures to have a bill passed providing for the election, instead of the appointment of the Railroad and Warehouse Commissioners. This may bring the commissioners nearer to the people, but they are more likely to be politicians, and this means poorer service.

### A NEW GRAIN LAW FOR MINNESOTA.

Bills having direct bearing upon the grain trade of the country, are being introduced in the state legislatures, and new laws are being introduced in some states which already have laws bearing on the subject. Minnesota is such a state. A bill has been introduced in its state legislature which is intended to regulate nearly every one connected with the grain trade.

Elsewhere in this issue we give a digest of the proposed law. All dealers affected by it will do well to read it carefully. It contains some very sensible provisions, notably, that the carrier shall give a bill of lading stating the number of pounds of grain in the car, and pay the shipper for any loss in excess of sixty pounds allowed for shrinkage and loss by sampling. A reasonable dockage for dirt or chaff is allowed, but the amount is to be determined by the inspector, as heretofore, when consigned to a terminal point. It seems rather remarkable, but nevertheless a concession is made to dealers in case they do not ship their grain to terminals. The bill provides that when consigned to points other than terminals the dockage for dirt and chaff may be agreed upon by shipper and purchaser. Permitting the contracting parties to have anything to say in the matter

is decidedly inconsistent with the farmers' idea of a paternal government. It may also be well to inform dealers that they can still sell grain by sample in Minnesota, as the bill so provides.

Carriers must furnish transportation without discrimination. This is just. A carrier should not be permitted to discriminate in favor of a single farmer and against the representative of many farmers, who ships their grain. Cars should be distributed according to the wants, and not according to the number of persons applying. The public register of cars furnished will undoubtedly be of great use to nobody.

The provision requiring the carriers to maintain track scales at points of transfer from one line to another, was undoubtedly inspired by years of experience. Track scales are useless for weighing grain in cars. Never reliable, they are always subject to the influence of wind, rain, snow and ice. Transfer houses with large hopper scales are what is needed.

### FARMERS CONTROLLING GRAIN PRICES.

Our esteemed contemporary, the *Indiana Farmer*, has some able correspondents who propose solutions for the difficulties which beset the honest granger in his struggle for existence. One of them with almost clairvoyant vision, perceives that the only trouble with the farmer is that he does not control the prices he gets for his produce, and he elaborates a simple plan to overcome this little obstacle. He says: "The plan that I would suggest is as follows: One competent person from each subordinate lodge in the county shall form the county board; they shall elect from their number a president and secretary. Following this a State Board of Trade should be formed in the same manner; the presidents of the different county boards forming the state board, electing president and secretary, as in the county board. Then the presidents of all the state boards could constitute a national board. The duty of the several boards to meet as often as necessary for the purpose of establishing prices on all farm products, no one to sell excepting at the prices fixed by the board. Millers hold conventions and set prices on the products of their mills. Manufacturers of farming implements fix prices on their articles; manufacturers of all kinds of articles fix the prices on their goods. The farmers can do the same by thorough organization and systematic work. There is a large class of men who have no other profession than to buy and sell farm produce; they become wealthy, and no one is at fault but the producer."

Solemn fact, all of this. But if fourteen or fifteen oatmeal millers cannot maintain a pool for any great length of time, it is not likely that several million farmers can form a trust. In fact it would be impossible to get the farmers of a single county to hold together for any length of time. Artificial prices cannot last; and artificial, not natural prices is what this genius is driving at. So long as land is cheap and millions engage in agriculture, the products of agriculture cannot be made to bring a high price except by combination, and then only for a short time.

Another correspondent of the *Farmer* proposes that farmers buy and operate their own warehouses and issue warehouse receipts, so that the farmer can store his grain and borrow upon it. This is legitimate, although we incline to the belief that farmers would soon tire of the business of running warehouses. The grain business is just as legitimate and just as separate a business as keeping store or running a mill; and somehow, most of the farmers' ventures in merchandising and milling have not been remarkably successful. In fact most of them have been flat failures. The so-called "middleman," and the farmer seems to regard every one as a middleman who does not either actually raise grain or eat it, has justified his existence from the very fact that all attempts to supplant the grain dealer, the storekeeper and others, have proved abortive. Nevertheless the farmer has a perfect right to keep store or warehouse if he chooses, so long as he does not ask the government to foot the bill for his folly.



## Grain Dealers' Associations.

### KANSAS AND NEBRASKA GRAIN DEALERS' ELEVATOR ASSOCIATION.

*President*, MASON GREGG, Lincoln, Neb.; *Vice-President*, FRANK LOWER, Council Grove, Kan.; *Secretary*, W. T. CAYWOOD, Clifton, Kan.; *Treasurer*, O. A. COOPER, Humboldt, Neb.

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*Committee on Claims*, D. M. BRUNER, J. F. ZAHN, H. C. MOWREY.

*Committee on Legislation*, W. ARMINGTON, V. R. ST. JOHN, C. C. ALDRICH.

## EDITORIAL MENTION

If you want any information relating to the grain trade you are welcome to the use of our "Queries and Replies" column.

THE legal bushel of the different grains should be the same in all the states. It would be a protection to all dealers to have it so.

A BILL has been introduced in the Nebraska Legislature which is said to provide for a schedule of maximum freight rates, which will necessitate radical reductions in freight rates.

WHEN a reasonable charge is made for transferring grain at Buffalo and New York, more grain will be shipped to the seaboard by water and country buyers will be able to pay better prices for grain.

Do not fail to peruse our article on "Grain Inspection at Chicago." It will give you an idea of the great care taken to render justice to all, and the sincere effort of Chief Inspector Price to perfect the working of the department.

THE sensational stories which were circulated recently regarding the retirement of "Old Hutch" from the trading floor of the Chicago Board of Trade, have not been realized, and will not until that much-talked-of gentleman is compelled to quit.

SECRETARY RUSK wants Congress to appropriate money to be used in developing the foreign market for corn and other agricultural products. This should have been done at the time of the Paris Exposition. The exhibit of our cereals at the Exposition was a disgrace to the country. Much was promised, but as Mr. Murphy could not

obtain the money he could not carry out his plans.

MEMBERS of the trade are invited to communicate with the grain trade through the columns of the AMERICAN ELEVATOR AND GRAIN TRADE. It will not cost you a cent and it will do you much good to express your opinions and give your experiences, and readers will also be benefited.

INSPECTION charges at New York City were advanced some time ago, but the charge for twelve numbers of the AMERICAN ELEVATOR AND GRAIN TRADE is the same as heretofore, only \$1. No elevator man, grain buyer, or any one connected with the grain trade should be without it.

SHORTAGES do not occur in shipments of grain sent to grain centers any more. At least we have not been informed of any since our last issue. If shippers lose by repeated shortages we will be pleased to hear of it and will not be backward in publishing the facts. We are anxious to do all we can against this abuse.

If railroad companies were forced to pay for all shortages in grain shipments they would not sell or grant free the privilege of sweeping the cars after being unloaded as is now the case at some terminals. They would hire men to clean the car when the rest of the grain is taken out as they ought to do now.

BUCKET-SHOP dealers at Monticello, Ill., were surprised recently by Judge Vail, who gave the grand jury positive instructions to bring in indictments against parties who have been speculating in grain in that part of the county. Can the state law against bucket-shops be enforced in country towns and not at Chicago?

ELEVATOR men who have a novel machine, apparatus, device or method of doing work, should give their brothers the benefit of their ingenuity by sending us a photograph or drawing, with a description, for publication in the AMERICAN ELEVATOR AND GRAIN TRADE. Improvements may be suggested by others in what is already a success.

If Minneapolis and Chicago grain inspection yards were concentrated, or at least not scattered over more than one-half the present area, the cost of inspection would be much less than at present. The work must be done in so many different places that five times more inspectors are required than would be if the work was done in one place.

MILLERS of Rochester, N. Y., are complaining bitterly against shortages in the shipments of wheat received from Buffalo elevators. If the railroad company were compelled to receipt for and deliver the full amount of grain received, grain dealers and millers who buy in the Buffalo market would not be victims of a thieving elevator ring.

PROSPECTS are excellent for a fight between the Buffalo elevator combination and independent transfer elevators in the spring. Two independent transfer elevators are now in that harbor and a third will be taken there. It will be a great relief to the grain trade of the country and especially Western shippers, when the elevator ring at that port loses control of the grain handling business at that city.

A NEW plan has been suggested in Kansas for supplying needy farmers with seed grain, and it is one that will receive the approval of all dealers who have furnished the poor down trodden farmer with seed and never been paid for it. A bill has been introduced in the Kansas Legislature providing for an appropriation of \$150,000 to buy seed grain for the farmers. The bill provides that the railroad commissioners shall deliver grain to the county commissioners upon county war-

rants, payable in two years, and that the farmers shall give their notes payable in two years.

THE practice which has been in vogue at the port of San Francisco of collecting weigher's fee of 3 cents per 100 pounds on drawback entries of bags manufactured from imported jute and exported filled with grain, has been ordered to be discontinued by the Treasury Department.

BALTIMORE did not receive an immense quantity of grain last year, but the grain inspection department cleared \$7,359.95, which will go a long way toward paying the running expenses of the Corn and Flour Exchange. Grain should be inspected at cost. As the grain inspection yards of Baltimore are not scattered all over the city, the inspection fee should not be as high as at Chicago, where many more inspectors are required to do the work.

THE Supreme Court of Iowa has decided that where a city council granted a permit to erect scales in a street, the scales were put in and the council revoked the permit, held, that the council had not the right to revoke the permit unless the scales were a nuisance. This is as it should be. Buyers of farm products who have occasion to use large scales, and are given permission to erect same in the street, should not be subject to loss on account of the fickleness of the city council.

MINNESOTA's governor is right. It would be decidedly impracticable to maintain state inspection of grain at the thousand and one points in any state where grain is marketed. The farmers, however, never were practical and never will be in matters that is of interest to others as well as to themselves. It is asking too much of the consumer and producer to require them to pay for the inspection of grain in every state let alone every county or every town as is desired by a few blatant "agriculturists," who will do anything for an office.

WHEN you desire to ship oats do not accept cars of small capacity. Recently a car of oats arrived in Chicago which weighed 5,000 pounds less than the minimum amount (24,000 pounds) upon which car rates are granted, and the shipper was compelled to pay freight on 5,000 pounds which he did not ship. Despite this fact the car was so full that the grain inspectors could not inspect it. Do not forget that oats are very light this year or you may be called upon to pay freight on grain you did not ship.

DECATUR, Ill., now has a state grain inspection department, and James S. Wiley, the chief inspector, has entered upon the duties of his office. Decatur has several mills, two warehouses and two transfer houses. Railroads enter the city from nine different directions, so considerable grain is received. The inspection was established at the request of Decatur warehousemen, and it is expected that considerable grain that has heretofore been shipped to Peoria will be shipped to Decatur to get the benefit of state inspection. Decatur is the third city to take advantage of the opportunity to secure state inspection of grain.

GOVERNOR THAYER in recommending the passage of a law providing for public warehouses and state inspection of grain, makes the following startling statement: "The experience of the last two years has made it apparent that public warehouses are a necessity in order to protect the interests of the farmers. A year ago the price of corn was 14 cents a bushel. It is now selling at an average of 45 cents per bushel. Had a warehouse law similar to that of Illinois and other states been on our statute books its beneficent results would have been of almost incalculable value." How public warehouses aid the farmer is not apparent. They never store grain in them. The farmers of Illinois or Missouri did not have a better chance to realize on the advance, nor did they profit more by it, on a bushel of corn



than did Nebraska farmers. Such groundless statements become an aspiring demagogue.

A CASE recently came before the Milwaukee Chamber of Commerce for arbitration, wherein it was asked that the buyer of wheat be forced to accept a carload of wheat sixty days after date of sale. The wheat was sold by sample and would have been delivered within a reasonable time had the railroad company not delayed it. In the meantime the price of wheat had declined, and the buyer naturally refused to accept the wheat when it was offered. The case was decided against the seller, and it is now proposed that the Exchange make a rule bearing on the subject. If grain is not delivered within a reasonable time no buyer should be forced to accept. In this case the railroad company should be sued for the difference between the market price at time the grain should have been delivered and price on date of delivery.

A JUDGE at Sheldon, Ia., recently decided that the Railroad Commissioners cannot compel railroad companies to lease station grounds for warehouses to all who may apply. Seldom, if ever, has a railroad company refused to permit the erection of an elevator on its grounds by a grain dealer. Grain dealers do not apply for a permit unless the elevator facilities are insufficient to handle the grain marketed at that station. It is farmers who apply for permits to build elevators where they are not needed. Prompted by spite, avarice and prejudice, they erect elevators, when permitted to do so, and keep them open about one-half the time.

THE Inter Ocean Elevator Company, at Kansas City, Mo., charges the Rock Island, the Santa Fe and the Missouri Pacific Railroad companies with discrimination. The company will bring suit in the United States court for heavy damages. It is reported that the companies have practically boycotted the elevator. This may be, but the statement that the enmity of the railroad companies was incurred by the action of the Inter Ocean Company, in compliance with the state law governing public warehouses, must be false, for it would make no difference to the railroads or elevator companies. If the company has been discriminated against by the railroads it is entitled to and can get damages.

THE agitation for a uniform bill of lading is not at an end. Several months ago much was said and written about it, but no action has been taken in the matter since the railroads tried ineffectually to enforce the use of a uniform bill of lading that was objectionable to shippers. The demand for such a bill is just as great as ever, and shippers should work to secure it. The Board of Directors of the St. Louis Merchants' Exchange are working to secure a uniform bill, and have petitioned the Inter-State Commerce Commission to take some action in the matter. They want a bill of lading that will fix the liability of the carrier, protect the shippers' property in transit, and secure its delivery at point of destination. This comes within the province of the National Transportation Association, and it will undoubtedly take some action in regard to the bill at its next meeting, which will occur soon.

ONE cause of many shortages was unearthed at Port Huron, Mich., recently. Six boys were arrested for stealing grain and selling it to men living near the elevators, and afterward the men were arrested charged with being conspirators to the theft. The railroad companies allowed the boys to sweep out the cars after grain had been unloaded, and the boys secured from two to four quarts of sweepings from each car. The men paid the boys one cent a pound for wheat or oats. They afterward sold the grain at the market price, thus realizing a good profit. The boys have recently been taking large quantities of grain, and the men are now charged with urging them to do so. In the absence of anyone repre-

senting the interests of the grain shipper when the grain is unloaded, is the sweeper not likely to take more than the mere sweepings? Do they not do so?

STATE weighmasters at Minneapolis and Duluth account for some of the shortages in grain shipments by carelessness on the part of the shippers. See that the cars are well cleaned and all the holes covered before placing your grain in them. After the car is loaded close and fasten all the doors. You may think you or your employes do all this every time you ship grain. As cars arriving with open doors averaged more than one a day at Duluth, shippers must admit that some of their brother dealers are very careless, but of course they are not.

WHEAT will advance if the farmers can possibly do anything to make it do so. At the recent meeting of the National Farmers' Alliance at Omaha, a committee which had visited all the territory reported that the wheat crop was 10,000,000 less than reported by the Government, and that the growing crop is in a very unpromising condition. The object of the false report was obvious, and it did not have the expected effect. The committee should have reported all grain out of farmers' hands, winter wheat all destroyed, and then petitioned the government to import enough wheat to supply the Alliance members with seed, in order that they might continue in the same business.

THE bucket shop will soon be an unlawful institution in every state, yet they will run just as heretofore. If men wish to gamble, they will do so. Several state legislatures have recently taken action on this subject. One branch of the North Carolina Legislature has passed a bill increasing the penalties for dealing in futures. The lower house of Nebraska's farmer legislature has passed a bill to abolish bucket shops, and the Indiana Legislature has passed a bill making it a felony to conduct a bucket shop, deal in margins, or rent a building for such a purpose. Neither of these laws can be enforced, for the very good reason that it is impossible to prove that a buyer does not act in good faith when he contracts for grain or stocks to be delivered at some future day.

MANY grain buyers do not give the producer of superior grain the encouragement he merits. A higher price should be given for clean, plump, bright grain than for the dirty, light weight grain, and the one who brings the superior grain to market should be given to understand that the superior qualities of his grain command a higher price than grain of average quality. The farmer who produces and brings the poor stuff to market should be impressed with the fact that it is wretched stuff, and given a price much below the market value of grain of average quality. There are buyers (but we trust not many) who have one price for each kind of grain. They pay the same for poor, medium or excellent quality, and put all in the same bin. This, of course, encourages laziness on the part of the lazy farmer, and discourages those who are otherwise.

A GOVERNMENT weigher will probably be stationed at Kingston, Ont., to weigh grain received at that point by water, and this will undoubtedly put at end the many complaints of shortages in grain cargoes arriving at that city from American ports. At the recent meeting of the Marine Association in Toronto a very interesting discussion took place on the question of grain shortage. It has been repeatedly found that in case of grain weighed in Chicago and placed in vessels, on arrival at Kingston is found to be short as much as 150 bushels. The vessel owners express the opinion that the fault lies with the parties at Kingston who do the weighing. After a lengthy discussion it was decided to ask the government to appoint an inspector to be stationed at Kingston who will see that proper scales are used in weighing the grain.

## Points and Figures.

The receipts of clover seed at Toledo from Sept. 1 to Feb. 2 were 59,120 bags; the shipments were 49,987 bags against 85,979 bags receipts and 74,307 bags shipments for the same period of 1889-90.

The wheat exports of the United States for the last six months of 1890 were 22,975,195 bushels valued at \$20,385,914 against 28,365,393 bushels with \$23,607,822 for the corresponding period of 1889.

The exports of merchandise from the United States last year were valued at \$857,623,677 against \$827,106,347 in 1889, and \$691,761,050 in 1888. The imports of merchandise during 1890 were valued at \$823,318,782 against \$770,521,965 in 1889 and \$725,411,375 in 1888.

Attorney-General Wood has ruled that the appointment of Chief Grain Inspector O'Shea at St. Louis continues until Nov. 1. Commissioner Hickman and U. S. Hall of the Alliance are angry, as they expected a farmer to hold the position, claiming that the office was made for a farmer.

A man in St. Louis has been selling oats to livery stable keepers below the market price. He was able to do this by swindling the elevator men. His method was an old one; he raised elevator tickets an even thousand pounds, making a profit each time on about 39 bushels. He has been arrested.

The United States exported during the six months ending Dec. 31, 18,195,187 bushels of corn valued at \$9,332,545, and 762,743 bushels of oats valued at \$298,520 against 33,566,501 bushels of corn valued at \$14,512,793 and 2,180,709 bushels of oats valued at \$653,330, during the same months of 1889.

Canada imported 222,652 bushels of corn from the United States during November, against 165,194 bushels for November, 1889, and during the eleven months ending with November imported 7,747,106 bushels, valued at \$3,138,988, against 9,476,756 bushels, valued at \$3,535,001 for same period of 1889.

A farmer hailing from Mokena, Ill., having read in the papers that wheat screenings were \$13, came to Chicago to buy a carload at that price. On reaching the Board of Trade he was informed that he would have to pay \$13 per ton for them, and became so enraged that he threatened to make the brokers pay his fare home.

British North America imported 4,458 bushels of wheat from the United States during November, against 2,103 bushels for the preceding November, and during the eleven months ending with November 1,990,208 bushels, valued at \$1,905,062, were imported, against 2,344,183 bushels, valued at \$1,930,540 for the same period of 1889.

A Kansas farmer in Deatur County, with an education so slight that he spells irrigation—iritating, made a great success last season. He dammed a creek that skirted his farm and irrigated 140 acres. He produced 2,500 bushels of potatoes from twenty-two acres, and 500 bushels of onions. His corn made 40 bushels to the acre. It pays to irrigate.

The exports of barley from the United States during the last six months of 1890 were 275,919 bushels valued at \$190,769, against 861,953 bushels valued at \$485,312 for the same time in 1889. The exports of rye for the last six months of 1890 were 322,912 bushels valued at \$203,411 against 861,767 bushels valued at \$458,091 during the last six months of the previous year.

Walter Forbes of Atlanta, Ga., has discovered a process of decortiating fibers. The Mexican Ramie Company has been organized to prepare the fiber of the hennequin tree, a tree yielding a long cordage fiber of excellent quality. The company has obtained concessions from the Mexican government and will prepare the fiber for the United States market, expecting to supplant jute.

Chicago received last year 72,102,031 pounds of grass seed, 6,244,847 pounds of flaxseed, 14,524,233 pounds of broom corn, and 170,082 tons of hay, against 84,599,331 pounds of grass seed, 4,501,266 pounds of flaxseed, 13,595,523 pounds of broom corn and 296,275 tons of hay during 1889. The shipments from Chicago last year included 59,213,035 pounds of grass seed, 6,594,581 pounds of flaxseed, 15,395,873 pounds of broom corn and 19,378 tons of hay, against 84,961,097 pounds of grass seed, 3,754,079 pounds of flaxseed, 18,889,524 pounds of broom corn, and 73,262 tons of hay during the year 1889.



**'THE SHOCK AND THE SHEAF.'**

A shock of maize and sheaf barley,  
That sunned themselves behind the wall,  
One morning fell to angry parley,  
For cause that was no cause at all.

The shock stood like a stuffed Mikado,  
Looking important, big and wise,  
And near, half covered by his shadow,  
The sheaf took umbrage at his size.

"Come down, you high and mighty strutter,"  
Quoth Barley, bristling cap-a-pie.  
"I would seem, with all your fuss and flutter,  
You owned more sky-room than a tree.

"Out of my daylight, lubber-shoulder,  
Nor dare your modest better crowd;  
My right to sun and air is older,  
Tho' you were twice as big and proud."

Said Maize: "I beg nobody's pardon;  
Your manners, ma'am, I might have guessed  
Were studied in a nettle garden,  
And practiced in a hornet's nest.

"Sunshine forsooth! 'Twere someone's duty  
To send you to the moon to school.  
The dark would suit your style of beauty,  
And better still, 'twould keep you cool."

"Peace, contumelious clump!" said Barley,  
"Talk to your kindred dung-hill born;  
Your ears stick out, your joints are gnarly,  
Your shape insults all finer corn."

Said Maize: "If temper tells your victual,  
Dame Earth had wiser starved you quite;  
What diet made your mood so brittle,  
You frowsy-haired, long-waisted fright?"

"Wretch, go!" said Barley, "turn to porridge;  
Be fodder for the rats to gnaw."  
Said Maize: "They'll find me fatter forage  
Than your old broom-top, Mistress Straw.

"And now be civil to your neighbors;  
If I fall on you once—beware."  
Said Barley: "Shake your spikes and sabres,  
But brush my prickles, if you dare?"

The wrath between them, waxing fervent,  
Had almost mixed them in a squall,  
When came the farmer and his servant,  
And straightway seized them, short and tall.

The luckless shock they stripped and fumbled,  
And plucked his ears with greedy nails;  
On the barn floor the sheaf they tumbled,  
And knocked her head off with their flails.  
—*Massachusetts Ploughman.*

**"FUTURE" TRADING LEGITIMATE.**

Almost from time immemorial—or ever since "future" trading has been a factor in the prominent trade centers of the country—some individual or individuals, elected to serve the people in legislative halls, "bobs up serenely" with a bill to do away with what they in their innocence term "Gambling on the Boards of Trade." As a rule, these "reformers" come from the rural districts and have no positive or practical idea of the actual character of this "future" (to them "gambling") trading.

Option (future) trading is legitimate. It involves the delivery of property sold by a seller for delivery within a specified period within that period; it also equally involves upon the buyer to receive and pay for that property if tendered within the life of the option. If the seller does not tender the property, as agreed, within the life of the option, he is amenable to the law for breach of contract. Is there anything illegitimate in this plain statement of fact?

Let us go further, and try to make "future" trading clear. It is well known that a great many elevators are scattered through the country. Nearly every little town has its grain buyer. The farmer has a few hundred bushels of grain—various kinds. He cannot afford to engage railroad carriage, with its incidental expenses, because he has not sufficient grain or product of one kind to fill out carloads. Besides this, he wants money just as soon as he unloads his wagon. The grain buyer stands, in a great measure, between the producer and the consumer. He (the grain buyer) keeps posted on prices at distributive markets. He buys of the farmers as they come in. He is at liberty, and it is perfectly legitimate, to sell the amount of grain (of any kind) he may calculate to receive within any reasonable period for "future" delivery in any market offering him inducements. The farmer can do exactly the same thing if he chooses. It is simply a measure of protection, and a matter of strict business on his part. Wonder if it ever occurred to these "reformers" that farmers not infrequently, having a lot of pigs or steers on hand that will not be ready for market for some months, contract them for delivery some months in the future? Is not this a gambling (future) transaction in their eyes? And does not common sense reply, "No; it is perfectly legitimate"?

It is charged, and truthfully (for we are talking honestly), that only a comparatively small per cent of transactions in "futures" are filled by the delivery and receipt of actual property. The claim is correct. John Doe has bought of Richard Roe for (say) May delivery. May is a long way off. Doe finds he has made a mistake, and is anxious to get out of his purchase. So he sells to someone else.

Roe has sold to other parties besides Doe, and it comes about that Doe's trade can be "rung" up and settled by Doe's paying the difference between his purchase and selling price—the loss. Doe stops his loss. Can't blame a man for that, can you? And is it not legitimate, and business besides?

There are on the first day of each month hours set apart on the Chicago Board of Trade for delivery of contracts for that month. On Jan. 2 last there were delivered some 30,000 barrels of pork, 32,000 tierces of lard, 2,500,000 pounds of short ribs, and over 1,500,000 bushels of grain. This property was all sold prior to January. And since that time thousands of packages of provision and hundreds of thousands of bushels of grain have been delivered (and are being delivered every day) on seller January contracts—contracts made long before January. Is not this legitimate?

The producer is benefited by option (future) trading. Suppose values are unduly inflated, as they sometimes are. The producer gets the benefit of it. If unduly depressed, as sometimes happens, he is not obliged to sell. Ergo: All this talk about "future" trading being illegitimate is pure rot. Thousands of packages of provisions have been purchased in the last few weeks for delivery up to and including the month of July by foreigners. Why? Simply because they believe prices will rule higher than those current at present, and they want to take advantage of what they consider low prices. Is this gambling, or is it legitimate business?

We do not believe it possible that men can be found in sufficient numbers in our legislative halls to pass laws that will prevent "option" or "future" trading. Should such a thing occur, the great producing classes would be the principal losers, and the tenure of such a law, we predict, would be short lived.—*Chicago Daily Business.*

**KILL EVERY ENGLISH SPARROW.**

From time immemorial the English or house sparrows have been a serious pest in Europe. When the art of writing was invented this bird was chosen for the hieroglyphic character signifying enemy. It is strange, says Prof. Cook, considering the well-known reputation of the sparrow, that any one should have desired to import it into America. That this species is rapidly overrunning the country is a well-known fact. The close association of these birds with man their superior intelligence, and their gregarious habits, do much to free them from the sharp competition to which many of our native birds succumb. The sparrows are hardy and little troubled with disease, while most carnivorous animals that prey upon birds prefer taking native species rather than risk their lives near inhabited dwellings. The food supply that limits the increase of native birds affects the sparrow but little. In winter they have access to corn bins, horse ordure in street and road, chicken and barn yards, while an endless supply of food is found in field and garden during the summer. The great enemy of the sparrow is, or at least ought to be, man. If the bird is not held in check ere long he will overrun the continent. The injuries which the sparrows do to farm and garden vary greatly. Where there are but a few birds to the acre the damage is slight, but when they number as many as thousands then they become a nuisance. The injury to shrubs and trees where these sparrows abound is twofold; first, by their filthy habits they injure the foliage, and second, they feed exclusively on the fruit and blossoms. Where sparrows abound in large flocks no fruit, grain or vegetable is exempt from their attack. In the East near some of the larger cities, it has been with difficulty that any grapes have been grown. The kinds of grain preferred are wheat and oats, which suffer the most at the time of harvest. In France it is estimated that 10,000,000 bushels of wheat are destroyed annually.

**KILLED BY POPCORN.**

Mr. Joe Mulhatton, traveling evangelist, or more vulgarly speaking, a drummer of Louisville, was in the city yesterday. Mr. Mulhatton possesses the acquaintance of every man, woman and child in the city, and his fame as a renowned liar is worldwide and proverbial. The gentleman is a scientific liar and lies only for the pleasure there is in it. His latest, which was told to a number of leading Sunday-school representatives in this city yesterday, is somewhat after this unique style: "Last week down in Mississippi, where the thermometer registered 75 above zero, Col. Stoddard's force of negroes were busily engaged housing a crop of popcorn. On Saturday at noon the last ear was housed and the negroes were given the rest of the day as a holiday. They left the plantation and went to the small railroad station near by to see the evening train arrive. While absent the crib in which the year's crop of popcorn was stored caught fire and the heat from the burning timber caused every grain to 'pop.' Soon the whole plantation was covered with the white 'kernels,' and a mule twenty-eight years of age, which was housed in an old barn near by, saw the ground covered with the white caps of the popcorn, and while the thermometer registered 75 degrees above zero, froze to death, thinking the white grains of corn were snow flakes." Mr. Mulhatton was the guest of the Young Men's Christian Association while in the city.

The Indians have quit fighting and for a time will devote their energies to consuming corn products and flour. The corn products consumed, however, is not the newly discovered product of corn—soap.

**EXPORTING OREGON WHEAT.**

The Pacific Coast Elevator Company cleared from this port on Saturday the Stockbridge for Antwerp with over 3,000 tons wheat, most of which came from Oregon and was reshipped at this port, says the San Francisco *Bulletin* of Dec. 31. This is an Oregon corporation, which is engaged in handling wheat by the elevator system at Tacoma and elsewhere and also in the chartering of vessels for wheat loading. It commenced loading vessels on the Columbia River last year, and sent to sea the first ship for account of the current season. This was the C. S. Hurlburt last August. It followed that vessel with the Kate F. Troop Oct. 23. The next vessel loaded for account of the current cereal year was the Ben Douvan at this port. This vessel was largely loaded with Oregon wheat and sailed hence Nov. 29. The next was the Chinsura, hence Dec. 6; and now the Stockbridge follows. The company has the following vessels in this port to take wheat hence: Clackmannanshire, 1,482 tons; Duchess of Albany, 1,746 tons; Fort George, 1,686 tons; Phasis, 1,490 tons; Wendur, 1,982 tons, and Wray Castle, 1,838 tons. Considerable Oregon wheat will go aboard these vessels. The steamer George W. Elder, which arrived on the 24th with 1,400 tons Oregon wheat, sailed back on the 27th for another cargo.

**DIEHL WHEAT.**

This variety of wheat was in its day very popular. It is a white wheat, with rather short, stiff straw, a square head and plump berry. Like most white wheats, it is not considered quite as hardy as the larger-strawed red varieties. It is a very starchy wheat, and it had the misfortune to be introduced just at the time when improved flouring processes made the millers all anxious to get longer red wheats that contained a larger proportion of gluten. It is now found that a mixture of red and white wheat makes more and better flour than either alone. It is not likely that Diehl, except for seed, will ever sell so much higher than other wheat, as it used to do; but it may be profitably sown on land naturally well drained and rich. When Diehl wheat was first introduced some farmers grew forty-two bushels per acre, the variety outyielding, under favorable circumstances, any other in the same neighborhood. It is especially adapted to very rich land, as its straw seldom lodges or rusts.

**CANNOT LAST.**

The *Merchants' Review* of New York thinks that the recently organized Starch Trust has started off very auspiciously and its prospects of success may appear to some persons as very flattering, but the comparatively small capital required to equip a starch factory will enable new competitors to spring up all over the country, to prove continual thorns in the side of the mammoth organization unless they are bought up. Already, indeed, several new factories are reported to have begun operations and others are promised to be in readiness for business at an early date.

**FLAX IN KANSAS.**

The Kansas Agricultural Department has been making an investigation as to the flax crop in Kansas, and finds that it has been one of the most important crops raised in the state. Figures received from each county show that the yield this year was 2,173,060 bushels, nearly double last year's products. In Allen county 171,870 bushels were grown, and the figures say it paid them much better than any other crop.

**SCREENINGS.**

Tight shoes cultivate ache corn.—*Pittsburg Dispatch.*

Nebraska is a little short on corn and hogs, but she is long on governors and adjutant generals.—*Lincoln Call.*

It would never do for the Sioux to become fully civilized and have a board of trade. The bears would have no show against the Bulls.

A man who has been swindled in a bucket-shop transaction may not exactly want to die, but he feels a good deal like kicking the bucket.—*St. Joseph News.*

"That man," said a Chicago citizen, "made his fortune raising grain." "You don't mean to tell me that he is a farmer?" "No. He owns an elevator."—*Washington Post.*

"Old Hutch," the Chicago grain speculator, says some of those newspaper men who have been making him a bankrupt will need a receiver before he needs a conservator.

Farmers can congratulate themselves on the fact that they will not have to work all winter husking corn. There is no great loss without some small gain.—*Kansas City Star.*

If your elevator is affected with parasites, do not use a fine tooth comb on the elevator, subscribe for the AMERICAN ELEVATOR AND GRAIN TRADE and learn how to exterminate them.



# LATE PATENTS

Issued on January 13, 1891.

GRAIN METER.—James B. Mischeuer and Tobias L. Varns, Kokomo, Ind. (No model.) No. 444,709. Serial No. 304,889. Filed March 26, 1889.

GRAIN-SCOURING MACHINE.—Wesley Morgan, Chicago, Ill. (No model.) No. 444,763. Serial No. 370,645. Filed Nov. 7, 1890.

HAY PRESS.—Frank Donald, Denison, Tex., assignor to himself and Neander S. Ernst, same place. (No model.) No. 444,667. Serial No. 355,356. Filed June 13, 1890.

Issued on January 20, 1891.

SEPARATOR.—Austin Cook and William L. Harvey, San Francisco, Cal., assignors of one-third to T. J. Parsons, same place. (No model.) No. 445,133. Serial No. 363,033. Filed Aug. 23, 1890.

BALING PRESS.—Minor S. Coleman, Canon City, Colo. (No model.) No. 445,045. Serial No. 350,077. Filed April 30, 1890.

ROPE TRANSMISSION.—Thomas S. Miller, New York, N. Y. (No model.) No. 444,919. Serial No. 361,225. Filed Aug. 6, 1890.

SAMPLER.—Charles J. Menges, Kansas City, Mo. (No model.) No. 444,887. Serial No. 340,583. Filed Feb. 15, 1890.

SEED SHELLER.—Charles A. Lees, Christchurch, and Stephen W. Lester, Sydenham, assignors to the Canterbury (N. Z.) Seed Company, Limited, Christchurch, New Zealand. (No model.) No. 444,838. Serial No. 354,525. Filed June 6, 1890. Patented in New Zealand, Jan. 9, 1889, and June 11, 1889.

GRAIN SEPARATING MECHANISM FOR TRAVELING THRASHERS.—Loch H. Hill, Oakdale, assignor of one-half to James K. Kendrick, Germantown, Cal. (No model.) No. 445,112. Serial No. 344,582. Filed March 19, 1890.

Issued on January 27, 1891.

BAG HOLDER.—William H. Pendery, Wyoming, O., assignor to Emma D. Pendery, same place. (No model.) No. 445,195. Serial No. 361,724. Filed Aug. 11, 1890.

BELT GUIDE AND SUPPORT.—Oliver Sawyer, East Templeton, Mass. (No model.) No. 445,382. Serial No. 350,614. Filed May 5, 1890.

Issued on February 3, 1891.

GRAIN SPOUT.—John Simpson, Minneapolis, Minn., assignor of one-half to Dighton A. Robinson, same place. (No model.) No. 445,645. Serial No. 340,655. Filed Feb. 15, 1890.

POISE FOR PLATFORM SCALES.—John H. Stromeyer, Baltimore, Md., assignor to E. & T. Fairbanks & Co., St. Johnsbury, Vt. (No model.) No. 445,825. Serial No. 365,606. Filed Sept. 20, 1890.

Issued on February 10, 1891.

BALING PRESS.—Junius W. Brown, Russellville, Ark., assignor of one-half to J. W. Wells, same place. (No model.) No. 446,128. Serial No. 358,562. Filed July 12, 1890.

BALING PRESS.—Henry L. Whitman, St. Louis, Mo. (No model.) No. 446,311. Serial No. 334,903. Filed Dec. 24, 1889.

BELT GEARING.—Miles Masters, Sheffield, Ill. (No model.) No. 446,407. Serial No. 324,096. Filed Sept. 16, 1889.

FANNING MILL.—John Pelzer and John Werel, Humbird, Wis. (No model.) No. 446,365. Serial No. 353,089. Filed May 24, 1890.

GRAIN APRON.—Joseph E. Vanhorn, Henderson Station, Ill. (No model.) No. 446,040. Serial No. 351,948. Filed May 15, 1890.

PNEUMATIC GRAIN TRANSFER, STORAGE AND PRESERVATION STATION.—Lyman Smith, Chicago, Ill., assignor to the Smith Pneumatic Transfer and Storage Company of West Virginia. (No model.) No. 446,026. Serial No. 350,494. Filed May 3, 1890.

FLOATING GRAIN SILO.—Lyman Smith, Chicago, Ill., assignor to the Smith Pneumatic Transfer and Storage Company of West Virginia. (No model.) No. 446,027. Serial No. 350,495. Filed May 3, 1890.

PNEUMATIC ELEVATOR AND STORAGE STATION.—Lyman Smith, Chicago, Ill., assignor to the Smith Pneumatic Transfer and Storage Company of West Virginia. (No model.) No. 446,029. Serial No. 359,498. Filed July 22, 1890.

HAY PRESS.—John B. Foresman, Foresman, Ind. (No model.) No. 445,986. Serial No. 347,514. Filed April 11, 1890.

AUTOMATIC WEIGHING SCALE AND INDICATOR.—Adolph B. Rover, Binghamton, N. Y. (No model.) No. 446,208. Serial No. 366,323. Filed Sept. 27, 1890.

## TRAFFIC ON THE GREAT LAKES.

A bulletin giving the statistics of the traffic on the great lakes was issued by the Census Bureau recently. For purposes of convenience the tonnage is divided into four classes, namely, products of agriculture, products of mines and quarries, and other products and manufactures, miscellaneous and other commodities. The chief point of interest in this exhibit is the fact that three commodities—coal, iron ore and lumber—comprise 75 per cent. of the total cargo tonnage of the lakes. If to these commodities be added corn, 82 per cent. of the total cargo tonnage is accounted for, and if to the above named there be added wheat and mill products, there would scarcely remain 10 per cent. of the total traffic. The total cargo tonnage for the season of 1889 was 27,460,260. The average distance for which freight on the great lakes is carried is 566 miles. In the foregoing figures the Canada coastwise trade is not included. It is stated that the ton mileage of the lakes is equal to 22.6 per cent. of the total ton mileage of railways in the United States, which shows the relative importance of the lake commerce. The figures of the receipts and shipments for the season of 1889 from some of the principal ports are as follows,

	Receipts, tons.	Shipments, tons.
Chicago.....	5,069,973	2,914,065
Buffalo.....	4,046,144	2,683,993
Cleveland.....	2,737,708	883,862
Ashtabula.....	2,205,595	489,585
Milwaukee.....	1,584,254	351,554
Tonawanda.....	1,046,895	.....
Toledo.....	506,351	930,640
Erie.....	773,030	498,958
Superior.....	875,692	304,605
Duluth.....	683,162	430,886
Detroit.....	615,750	148,803
Oswego.....	402,847	288,271
Ogdensburg.....	470,044	192,860
Loraine.....	346,899	273,874
Sandusky.....	305,209	297,574
Ashland.....	487,358	1,759,884

## A PROFITABLE ELEVATOR.

A few years ago a bank was in operation in Lakefield which charged the extortionate interest of 20 per cent. per annum, but so loud became the oppositional sentiments of the people against this usurious system of money making that the bank closed its doors and went elsewhere to carry on its illegal business. But according to an article of the *Farmer*, there is an institution in our midst which is paying the stockholders at the rate of 85 per cent. for three and a half months, or something over 300 per cent. annually. The elevator stock is held, we understand, by some of our business men and moneyed farmers. Talk about railroad monopolies, the McKinley bill and the concentration of power at Washington, while right here in our midst—if that statement is true—a greater imposition is being practiced upon the farmers than all other monopolies combined. We bragged about our Farmers' Elevator, the prices paid for grain last year; but if the few stockholders are receiving 300 per cent. on the capital invested a still higher price should be demanded for grain, and the capitalists who own and control the elevator taught that the righteous demands of the farmer must be heeded.—*Republic, Jackson, Minn.*

If the editor of the *Republic* will dig the cobwebs out of his brain he will realize that he is entirely too credulous, and has permitted himself to be imposed upon by a professional "agriculturist," who is too strong to work and gain a living by honest toil, so goes about the country magnifying the imaginary wrongs of the farmers, in hope that he may be given a sinecure position and have a chance to remedy the terrible depression in his personal condition. If the editor had taken the trouble to make a few inquiries, he would have soon been convinced that the 85 per cent. story was a lie. He must be very narrow minded, or interested in elevators at neighboring points, and desires to drive grain away from his own town, in the interests of which his paper is supposed to be published.

Country editors are not as careful as they should be about printing reports which cast a shadow upon their home merchants, the validity of which they could determine with little labor.

## WASHINGTON-OREGON WHEAT.

There has been a great deal of exaggeration, says the *Minneapolis Market Record*, about the Oregon and Washington wheat crop, and there is still much misunderstanding concerning it.

The most careful estimate of the surplus of wheat raised in Washington and Oregon east of the Cascade Mountains, which embraces the wheat territory except the Willamette valley, that will be exported, is from 10,000,000 to 12,000,000 bushels. The average yield in Washington is probably 30 to 35 bushels per acre. The yield for Eastern Oregon will probably not exceed 20 to 25 bushels. There are individual instances of very much larger yields, we having heard of farms averaging 45 and even over 50 bushels. The crop has been all along greatly exaggerated by a lot of boomers, the actual quantity for export being about one-quarter of what has been reported by some parties.

The Willamette valley will have for export on the crop about 3,000,000 bushels. There is probably not to exceed 20 to 25 per cent. of the whole crop east of the mountains yet for sale, which is held by farmers and merchants combined. The farmers have probably not to exceed 5 to 10 per cent. still in their granaries on the farms.

# THE EXCHANGES

The Board of Trade of Louisville, Ky., elected its officers Jan. 14.

The Montreal Board of Trade held its annual election of officers Jan. 27.

Chicago Board of Trade memberships are selling at \$1,035 net to seller.

The Toronto Board of Trade now has 916 contributing members and one honorary member, 917 in all.

The Board of Trade of Louisville, Ky., has determined to start a call board as soon as the new quarters are occupied.

Adalbert W. Olds has again begun suit against the Chicago Open Board of Trade for \$15,000 for canceling his membership in 1883.

The Buffalo Merchants' Exchange has begun suit against the *Commercial* for publishing the letter of "Grain Merchant," vilifying the exchange.

A member of the New York Stock Exchange advocates the creation of associate memberships entitling the holders to no privileges except to do business through the regular members at half commissions.

The Detroit Board of Trade has adopted a resolution favoring a change in the custom laws by which the port where a vessel's cargo is discharged shall receive credit for it as well as the port where the cargo is loaded.

President Baker of the Chicago Board of Trade has recently brought out a new blank for showing the amount of grain actually inspected in and out of store. It is said to be a great improvement over previous reports.

The directors of the Chicago Board of Trade have appointed George F. Stone secretary; R. T. Worthington, assistant secretary; E. A. Hamill, treasurer, and Samuel Powell manager of the Board of Trade clearing house.

When the plan of purchasing and cancelling memberships in the New York Produce Exchange was defeated, a petition was started asking that the members be requested to vote on the plan providing for one member to hold two certificates.

The Cincinnati Freight Bureau has recommended that the Chamber of Commerce pursue a liberal policy toward all railways terminating in that city in affording them all reasonable and possible privileges in the improvement and extension of their terminal facilities.

The proposition to have the New York Produce Exchange buy up and cancel memberships at a price not exceeding \$1,000 was defeated by a large majority of votes at a recent meeting. A few years ago seats were quoted as high as \$28,000; now they may be had at from \$650 to \$700.

President Baker of the Chicago Board of Trade favors the building of telegraph lines by the members of the various exchanges. His idea is to form a company under the management and control of the men who would use it. He regards this as the only feasible way to put all members on an equal footing as to telegraphic facilities, without forfeiting the advantages already gained. He charges the Western Union Company with fostering the bucket shops.

At the meeting of the Baltimore Corn and Flour Exchange Jan. 26 the following directors were elected: Blanchard Randall, Robert M. Wylie, P. H. Macgill, Robert Ramsay, William A. Brown, E. Thomas Rinehart, Edgar Gillet, Charles England, George T. Kenly, J. J. E. Hinrichs, William M. Knight, William J. Carroll, Jacob W. Slagle, E. B. White, Jesse L. Casard. The directors met Jan. 28 and chose the following officers: President, Blanchard Randall; first vice-president, Robert M. Wylie; second vice-president, P. H. Macgill; secretary, Wm. F. Wheatley; assistant secretary, Henry A. Wroth. Executive committee: Robert Ramsay, William A. Brown, E. Thomas Rinehart, Edgar Gillet and Jacob W. Slagle.

The Winnipeg Grain and Produce Exchange held its third annual meeting Jan. 7, and elected the following officers: President, F. W. Thompson; vice-president, J. A. Mitchell; secretary and treasurer, C. N. Bell. Members of the Council: S. Spink, S. A. McGaw, A. A. Atkinson, N. Bawlf, S. Nairn, W. W. McMillan, S. P. Clark, Wm. Martin, Ed L. Drewry, R. P. Roblin, H. Crowe. Board of Arbitrators: E. L. Drewry, S. Spink, R. Stewart, R. P. Roblin, N. Bawlf, S. Nairn, S. A. McGaw. At a meeting of the council a call board committee was appointed consisting of A. Atkinson, D. G. McBean, H. Crowe, S. W. Farrell and S. P. Clark. The hour of sales on call has been changed from 11 to 12 to from 12 to 12:30.

If you know of anything that will interest the members of the grain trade, tell them about it through the "Communicated" department of the AMERICAN ELEVATOR AND GRAIN TRADE. Do not be so backward about things of importance.



# ELEVATOR

## GRAIN NEWS

Snohomish, Wash., is to have a brewery soon.

Martin Blum will build a brewery at Galena, Ill.

Fred Krug will build a hrewery at Omaha, Neb.

Charles Hart will build a brewery at Lander, Wyo.

Ernst Wenzl will build a brewery at Peatonica, Ill.

Carl Roth & Co. will build a brewery at Pueblo, Colo.

Emil Kersten will build a brewery at Richmond, Va.

Murray & Zickgraff will build a brewery at Eureka, Cal.

Paul Weidman will build a brewery at Brooklyn, N. Y.

Fritz Henniger will build a brewery at Fair Haven, Wash.

The only women's bucket shop in Chicago failed recently.

A brewery will be built at Benwood, near Wheeling, W. Va.

H. P. McLaughlin is building a grain elevator at State Line, Pa.

A broom factory will probably be established at Charleston, S. C.

Thompson & Jones has started a broom factory at Marion, N. C.

Hunting & Co., grain dealers at McGregor, Ia., have dissolved partnership.

Hancock & Co., grain dealers of Peoria, Ill., have dissolved partnership.

A 300,000-bushel elevator is being erected in Baltimore, Md., for local trade.

Slatter & Connor, grain dealers of Atlanta, Ga., have dissolved partnership.

B. S. Sanborn & Co., grain and coal dealers at Ute, Ia., have sold out.

G. B. M. Weisshaupt will build a grain elevator at Port Royal, Pa.

Kelley Bros. will move their rice mill from Burnside, La., to Kissimmee, Fla.

The Philadelphia Brewery Company will build a brewery at Birmingham, Ala.

Storms, Bassett & Co., grain dealers at Dallas, Tex., have dissolved partnership.

Smith & Bunn, grain and coal dealers of Waterloo, Ia., have dissolved partnership.

Cathels Bros., grain and coal dealers at Murray, Ia., have dissolved partnership.

The Berliner Imported Weiss Beer Company will build a brewery at St. Louis, Mo.

A distillery will be built at Mt. Sterling, Ky., for the Market Distillery Company.

Fuller, Smith & Fuller, grain, lumber and coal dealers at Howell, Neb., have sold out.

Vannerson & Co.'s new grain elevator at Augusta, Ga., has a capacity of 75,000 bushels.

Calhoun & Steves, grain dealers at New Westminster, B. C., have dissolved partnership.

The farmers in the vicinity of Carman, Man., intend to build a 60,000-bushel grain elevator.

Thomson, Gould & Co., grain commission dealers of Peoria, Ill., have dissolved partnership.

Nearly 400,000 bushels of wheat have been marketed at Alexander, Man., so far this season.

The Clark Mill property at Augusta, Ga., including a grain elevator, was sold at auction Feb. 3.

An elevator and flour mill has been built at Wichita Falls, Tex., by Mark Evans and others.

The Merchants' Rice Mill at New Orleans, La., which was recently burned, will be rebuilt.

The Anheuser-Busch Brewing Association of St. Louis will build a hrewery at Omaha, Neb.

Jonathan Hancock has withdrawn from Hancock & Co., grain dealers at New York City.

The Kentucky Bourbon Company has been incorporated at Newport, Ky., to build a distillery.

Perkins & Dade of Henderson, Ky., will rebuild their distillery which was recently burned.

Emile Duboval, Jr., will rebuild his rice mill at New Orleans, La., which was burned recently.

E. A. Baker has established a grain warehouse at Boharm, Man. Boharm is the most Western point on the

C. P. R. from which grain is regularly shipped Eastward.

McFarlin, Regur, Bowen & Co., grain dealers at Des Moines, Ia., have dissolved partnership.

The Best Brewing Company has been incorporated at Chicago, Ill., with \$80,000 capital stock.

Spink Bros., grain and flour commission dealers at Toronto, Ont., have dissolved partnership.

The Etowah Alliance Manufacturing Company has built a cotton-seed oil mill at Gadsden, Ala.

The Gamhrinus Brewing Company has been incorporated at Chicago with \$150,000 capital stock.

Gifford & Crittenden, grain commission dealers of Minneapolis, Minn., have dissolved partnership.

The Eigenbrot Brewing Company has been incorporated at Baltimore, Md., with \$105,000 capital stock.

The Farmers' Alliance is endeavoring to secure the erection of a cotton-seed oil mill at Denton, Tex.

The Bohemian Brewing Company has been incorporated at Chicago, Ill., with \$150,000 capital stock.

The Florida Rice Manufacturing Company has been organized at Kissimmee, Fla., to build a rice mill.

P. Bauer & Co., of Portsmouth, O., are considering the removal of their broom factory to Ashland, Ky.

Henry Burton, dealer in grain and fuel at Billings, Mont., has been succeeded by Tompkins & Burton.

The Fulton Grain & Milling Company has been incorporated at Brooklyn, N. Y., with \$30,000 capital.

The Joseph H. Ladovec Brewing Company has been incorporated at Chicago, Ill., with \$150,000 capital.

Crebs & Dwell have purchased the property of the Galva Mill and Elevator Company at Galva, Kan.

George Knowles, grain commission dealer at Milwaukee, Wis., has been succeeded by Knowles & Co.

J. H. Dodds and others of Cedartown, Ga., will organize a stock company to build a cotton-seed oil mill.

The Peter Hand Brewing Company has been incorporated at Chicago, Ill., with \$200,000 capital stock.

A brewery will be built at Jacksonville, Fla., by the Bergner & Engel Brewing Company of Philadelphia.

John Tyson, a grain commission dealer of St. Louis, Mo., has suspended business. His liabilities are \$200,000.

The Farmers' Grain & Coal Company has been incorporated at Hooper, Neb., with \$17,000 capital stock.

R. Peterson and Fred Weymuller will remodel the Fairbanks lard refinery at Omaha, Neb., to a malt factory.

C. H. Canby, grain commission dealer of New York City, has moved to Chicago, where he will continue business.

Porter & Sieh, dealers in grain, lumber and coal at Sutherland, Ia., have been succeeded by John Porter & Son.

Anderson, Barham & Owen, grain commission dealers at Norfolk, Va., have been succeeded by Barham & Owen.

The Huntington Distillery Company has been incorporated at Huntington, Ky., by John H. Russell and others.

The J. B. Williams Grain Company of Fort Worth, Tex., has been succeeded by the Fort Worth Grain Company.

W. V. Windus has been admitted into partnership with McConnell, Chambers & Co., grain dealers at Pullman, Wash.

A stock company has been organized at Morristown, Tenn., by B. F. Stubblefield and others, to build a broom factory.

A grain blockade occurred at Souris, Man., recently; the elevators were full and the grain was piled in bags outside.

Alpheus Geer, a grain commission dealer of New York City, has retired from the grain trade and entered the dry goods business.

The Storz & Iler Brewing Company, recently incorporated at Omaha, Neb., will build a large brewery in the spring.

The grain storage capacity in Canada, inland, west of Port Arthur is 5,000,000 bushels, including elevators belonging to mills.

A. J. Wright & Co., grain dealers at Buffalo, N. Y., have been embarrassed by the failure of Bateman & Co. of New York City.

Linberger & Co., grain dealers of St. Louis, Mo., have suspended business on account of the recent rise in the price of wheat.

The Columbia Distilling Company has been incorporated at Chicago, Ill., with \$100,000 capital, to manufacture distilled spirits.

S. F. Sherman, the elevator man of Buffalo, N. Y., who was convicted of grand larceny last March, was recently sentenced to five years in Auburn prison, but his counsel

appealed the case and Sherman is out on bail. W. H. Sherman, who fled to Canada, is in the hardware business at Toronto.

The D. A. Martin Elevator Company of Minneapolis, Minn., has sold its grain elevator to J. H. Clark. Geo. H. Dodge is manager.

The Columbia Oil and Huller Company has been incorporated at Chicago, Ill., to operate a cotton-seed oil mill at Memphis, Tenn.

A 1,000,000-bushel elevator is being built at Fairport, near Baltimore, Md., to furnish terminal facilities for the Baltimore & Ohio Railway.

The elevator at Wawanesa, Man., is doing a small business just now, as nearly one half the wheat crop of the neighborhood is yet to be marketed.

The Inter Ocean Elevator Company of Kansas City, Mo., has threatened to sue the Santa Fe, Rock Island and Missouri railways for discrimination in rates.

Advices from Philadelphia state that the Baltimore & Ohio Railroad Company intends to build a large grain elevator on the Schuylkill River at Arch street.

James McLain, W. C. Dial and others have incorporated the Alliance Mercantile Manufacturing Company at Woodstock, Ga., to build a cotton seed oil mill.

Hugh F. McElroy has been admitted into partnership with Violett, Atwood & Co., grain and cotton dealers at New Orleans, La. The firm name remains unchanged.

The failure of J. H. Gendron, grain and flour dealer at Sherbrooke, Quebec, is a bad affair for his creditors, the liabilities being more than \$100,000, while the assets are very small.

A bill has been introduced in the Minnesota legislature proposing the election of the members of the railroad commission instead of the appointment by the governor, as is now done.

The three buildings of the starch factory at Sioux Falls, S. Dak., have been completed. The machinery will cost \$11,000, and 500 bushels of corn per day will be consumed.

A grain elevator is being built at Treesbank, Man., on the Glenboro extension of the C. P. R. R. Mr. T. S. Matheson is manager of it for the Lake of the Woods Milling Company.

James Sharp, who has charge of Ogilvie's 35,000 bushel elevator at Moosomin, Assin., estimates that 400,000 bushels of wheat will be marketed at that point during the coming crop year.

A grain elevator will probably be erected at Salteoats, Assin. There are two grain firms represented at that point, N. Bawlf of Winnipeg, and Campbell & Green of Portage La Prairie.

Linen mills will be built at Minneapolis and Duluth, Minn., and at Sioux Falls, S. Dak. It is expected that these mills will encourage the extensive cultivation of flax in the Northwest.

A load of barley which had been smuggled across the line from Manitoba was recently seized at St. Vincent, Minn. The difference in price of 25 cents a bushel makes smuggling quite profitable.

Dastons, Farewell & Co. have entered the grain and flour business at Sherbrooke, Que. Mr. L. E. Dastons, the senior partner, was formerly in the employ of J. H. Gendron, who failed recently.

The elevators on the Hastings & Dakota division of the St. Paul road find business very dull. The houses have 600,000 bushels of wheat in store, and as very little remains to be shipped, there is not much profit in operating them.

Angus Smith & Co. own the Northwestern Elevators at Milwaukee, Wis. These elevators have a capacity of about 2,000,000 bushels and are equipped with every modern convenience for the storage and handling of grain.

W. M. Zimmerman, the storekeeper and agent of the Farmers' Alliance at Spartansburg, N. C., has swindled the farmers out of \$30,000. Zimmerman opened a store to which he transferred Alliance goods and sold them at reduced rates.

Grain elevators will be built at Wichita, Kan., by Chicago, St. Louis and Wichita capitalists, to handle the grain crops of the country within a large radius of Wichita. Grain will be shipped to Galveston, Tex., and exported thence.

The Farmers' Alliance in Kansas has organized a stock company with a capital stock of \$25,000. A fund of \$100,000 will be raised to build elevators and advance money to Alliance farmers who store grain in the company's warehouses.

Prof. Shaw of the Agricultural College at Guelph, Ont., calculates that Canadian farmers will suffer a loss of \$1,800,000 on account of the duty imposed on barley by the McKinley tariff law. Mr. Shaw has not much faith in the English market.

Norris & Carruthers, grain dealers at Toronto, Ont., bought oats and peas in cars from Geo. Chapman, who had purchased them from Mr. Henry, a grain dealer who absconded recently. Norris & Carruthers claimed a shortage of 400 bushels of oats and 200 bushels of peas. The Grain Section of the Board of Trade allowed them



\$281 for their claim although Chapman held that he was not liable.

F. D. Brown & Co., grain dealers at Chicago, who succeeded Lindblom & Co. a year ago, have dissolved partnership. The firm Robert Lindblom & Co. of which Robert Lindblom and L. Fagerstcu are members has succeeded to the business.

Josiah B. Reeme, grain commission dealers on the Chicago Board of Trade, has recovered \$930 in a suit for \$1,100 against A. Wolcott & Sons of Wolcott, Ind. One of Anson Wolcott's sons took a flyer in future rye and corn last May and lost.

Lawyer, Wallace & Miller, grain dealers of New York City, failed for about \$1,000,000. Among their assets were tracts of land in Illinois; the question of the ownership and title to these lands is now in litigation. Charles Carroll of Southern Illinois has \$175,000 involved.

C. H. Peters, a grain and flour dealer of St. Johns, Ont., claims to have bought twelve cars of barley from J. B. McKay & Co. of Toronto, who deny the sale. Mr. Peters has agreed to abide by a decision of the Toronto Board of Trade's arbitration committee.

The Cyrus Farmers' Warehouse Association has been incorporated at Cyrus, Minn., with \$10,000 capital stock. The directors are H. C. Estby, John Snilling, Iver Hippi, L. S. Rowan, H. E. Olson, John Gunwalson, Iver Thompson, A. O. Mailland and O. W. Dahlen.

Allen & Co., who run a bucket shop at Buffalo, N. Y., with branches at other points and in Canada, are financially embarrassed. They say: "We have decided to discontinue business or we will give our note for thirty days, continue business and pay 100 cents on the dollar."

The Alliance Elevator and Milling Company has been incorporated at Sherburn, Minn., with a capital stock of not less than \$10,000 nor more than \$15,000. The officers are C. E. Everett, president; H. H. McGovern, vice-president; W. F. Brundage, secretary, and Peter Olsson, treasurer.

C. M. Rulison of Parachute, Colo., recently shipped a carload of grain to Grand Junction, a distance of forty-six miles, and paid \$115 freight for the car. Mr. Rulison considers this charge a great deal too much for a short haul. He can ship a carload of cattle all the way from Parachute to Omaha, Neb., for only \$60.

C. W. Howard of Menasha, Wis.; Tomahawk Pulp Mills, Tomahawk, Wis.; Gilbert Paper Company, Menasha, Wis.; Berkitt Bros., Petoskey, Mich., and the Badger Paper Company, Kaukauna, Wis., have placed their orders with the Menasha Wood-Split Pulley Company of Menasha, Wis., for hickory pulleys, hangers, cone pulleys, friction clutches and pickers.

The Kaukauna Paper Company of Kaukauna, Wis.; the Berlin Machine Works of Berlin, Wis.; the Victor Knitting Company of Cohoes, N. Y.; C. E. Geisendorf & Co., Indianapolis, Ind.; the Morgan Sash Company of Oshkosh have placed their orders with the Menasha Wood-Split Pulley Company of Menasha, Wis., for hickory pulleys, hangers, friction clutches and picker sticks.

The San Joaquin Valley Warehouse Company has been incorporated at Stockton, Cal., with \$500,000 capital, to carry on a grain and warehouse business. The warehouses will be built at Stockton in time to handle the next wheat crop. The directors are Jacob Eppinger, Barry Baldwin, H. Dutard, James Hogg, B. Ettlinger, James W. Sperry, Richard D. Girvin, George Sperry, I. S. Bostwick, J. D. Peters and A. B. Sperry.

The Tradesmen's Grain Elevator and Storage House at Philadelphia was opened recently by the Baltimore & Ohio Railway to afford terminal facilities to shippers over that railroad. By the acquisition of this house the Baltimore & Ohio secures advantages, the lack of which has given much business to its competitors. All grain, flour, hay and straw not specially consigned to parties in Philadelphia is delivered through this elevator.

The new City Elevator and Warehouse has been opened for business. The proprietors, Geo. Becker & Co., have been engaged in the hay, grain and feed business and are among the leading merchants in this line here. The trouble caused by the demurrage charges of the Car Service Bureau made it necessary for Becker & Co. to build their elevator in the railroad center. Formerly it has been very inconvenient for purchasers of car lots of grain or hay to remove it during the short time allowed for unloading. With their present facilities this firm will be able to afford their customers unusual facilities, besides being perfectly equipped for shipping to all points. The new warehouse has a storage capacity for thirty-five to forty cars of hay or mill feed, and the elevator has a capacity of 25,000 bushels.—*Louisville (Ky.) Commercial.*

E. E. Moore, manager of the Chicago Car Service Association, has issued his annual report. It shows the number of cars detained during the year as 878,524, against 806,023 in 1889. The average detention was reduced from 1.76 days in 1889 to 1.57 days in 1890. Belt Line patrons are charged with 166,428 detentions; Burlington, 105,000; Grand Trunk, 94,000; Milwaukee & St. Paul, 63,306; Santa Fe, 8,200. The average detention of track cars prior to the enforcement of the car service rules, as shown by the books of the roads that kept such a record, was about seven days. The average delay for the years 1889 and 1890, as shown by the above statement, was 1.66 days, a saving of more than five days on 1,684,565 cars.

## Fires, Casualties, Etc.

B. T. Duval, grain and feed dealer at Waco, Tex., is dead.

L. W. Price, grain dealer at Montreal, Que., died recently.

John Ferris, grain dealer at Toronto, Ont., died recently.

Three hundred tons of hay near McLeod, Alberta, were burned recently.

Fred Naber, grain and stock dealer at Liberty Mills, Ind., died recently.

Louis Hoebel, grain dealer at Upland, Neb., suffered loss by fire recently.

William Hansen has been arrested in Omaha, Neb., for stealing grain at Glenwood.

Bockermuehl's brewery at Niles, Wash., was burned Dec. 30, 1890. Loss \$2,000.

J. J. Richards of Chicago, a member of the Chicago Board of Trade, died Jan. 29.

The seed house of Churchill, Shoemaker & Co. at Toledo, O., was wrecked recently.

Charles H. Cummings, a grain dealer of Philadelphia, died recently at the age of 68 years.

The rice mill of E. Daboval, Jr., at New Orleans, La., was burned recently. Loss \$6,000.

Wm. B. Fisher of I. & C. Moore & Co., grain dealers of New York City, died recently.

T. J. Kiernan of T. J. Kiernan & Co., grain and hay dealers at Natchez, Miss., died recently.

Thomas Webb, grain dealer at Brighton, Ont., recently suffered loss by the burning of his store.

Francis E. Hagemeyer of Hagemeyer & Brunn, grain exporters of New York City, died recently.

The brewery of Dawes & Co. at Halifax, N. S., was recently damaged by fire. Fully insured.

The rice mill of Richardson & Joyce at Lafayette, La., was burned Jan. 19. Loss \$10,000; partly insured.

The grain elevator of C. A. Holt & Co. at Billerica, Mass., was burned Jan. 18. Loss \$5,000; fully insured.

John Spry, a member of the Chicago Board of Trade and a prominent Chicago citizen, died Feb. 5 at the age of 63 years.

The Bourbon County Distilling Company's distillery at Paris, Ky., was burned Jan. 21. Loss \$20,000; insurance \$6,000.

The elevator of the Kraus-Merkel Malting Company at Milwaukee, Wis., was damaged by fire recently. Loss \$500; fully insured.

Fred T. Gilbert, formerly of Higgins & Gilbert, grain commission dealers of Chicago, died of consumption Jan. 20 at Colorado Springs.

The elevator of the Northwestern Elevator Company at Brown's Valley, Minn., was burned Feb. 1, together with 7,000 bushels of wheat.

The Hamburg distillery at Pekin, Ill., was partly destroyed by fire Jan. 25, together with 20,000 bushels of grain. Loss \$50,000; fully insured.

Isaac Livingston, who had been a member of the Chicago Board of Trade, died Jan. 17 at his residence in Chicago. He left a widow and nine children.

Rankin Bros., grain dealers and proprietors of a meat market and ice house at Cambridge, Neb., recently suffered loss by the burning of their meat market and ice house.

The elevator of McGregor Bros. at Windom, Minn., was destroyed by fire on the evening of Feb. 10, together with about 7,000 bushels of flaxseed. Insurance about \$5,000.

G. B. Salter's grain elevator at Dannebrog, Neb., was burned at 11 o'clock p. m., Jan. 17, together with 1,000 bushels of grain. Insurance \$2,200. The cause of the fire is unknown.

The elevator men of Port Huron, Mich., have suffered loss by stealing. Jan. 31 six boys were arrested who acknowledged their guilt. They took oats and sold them to some men for 15 cents a bushel.

Frank Hall, a young farmer living near Lancaster, Wis., recently stole twelve sacks of clover seed from Hawley's grain warehouse at Fennimore, and sold it in Boscobel. He is in jail at Lancaster.

Wm. H. Bellman of Wm. H. Bellman & Son, grain dealers at Toledo, O., died recently. Mr. Bellman went to Toledo in 1863 from New York City, and was afterward connected with Messrs. Crabbs, Goode & Co. and Crabbs, Bellman & Co. His worth gave him a leading position in the Produce Exchange. He had been a direct-

or since 1879, a vice-president for several years, and president in 1885 and in 1890. His demise is regretted by a large number of personal friends.

Duffey's elevator at Leavenworth, Kan., was burned on the morning of Feb. 10. Twenty minutes after the fire started the structure lay in ruins. The house was well filled with grain. Insurance on building \$12,000; on contents \$15,000.

The flax mill of Weir & Weir at St. Mary's, Ont., was burned at 1:30 in the afternoon of Jan. 18. The large stacks of flax near by were saved. Messrs. Weir & Weir, who are the largest dealers in flax in the province, are heavy losers, as there was no insurance on the property.

John F. Baska, employed in Eberhardt, Ober & Co.'s grain elevator in Troy Hill in Allegheny, Pa., was oiling a shaft Jan. 28. The sleeve of his coat caught on a set screw and wound around the shaft. He was whirled around with great velocity, and at each revolution his legs were beaten against the floor. When released his lower extremities were found to be crushed into a jelly. He was taken to the hospital, where he died of his injuries. He left a widow and three children.

The 100,000 bushel elevator of E. M. Johnson & Co. at Mazeppa, Minn., was burned at 4 o'clock Jan. 22. The house contained 40,000 bushels of barley owned by the H. J. O'Neill Elevator Company of Winona, and 12,000 bushels of wheat. Seven cars loaded with grain were also burned, on which the Chicago, Milwaukee & St. Paul R. R. lost about \$6,000. The oatmeal mill operated by the Cereal Milling Company of Minneapolis was also burned. Loss on buildings \$60,000; partly insured.

## PERSONAL

Mr. Lockwood, who is manager of the farmers' elevator at Edgerton, Minn., is a member of the Minnesota Legislature.

Mr. Michael Phillips, an elevator owner and farmer at Richmond, Minn., was married Jan. 13 to Miss Mary Foelk of Collegeville.

Chester D. Wright, recently of Chicago and formerly in the grain trade at Duluth, has returned to Duluth where he has entered into partnership with Henry Gill of the Duluth Roller Mill.

Fred B. Mathews, head bookkeeper for G. B. Kirkbride & Co., grain dealers at Minneapolis, Minn., mysteriously disappeared Jan. 17. No traces of him have been found and his absence is unaccountable, his accounts being in good shape. Mr. Mathews was a young, unmarried man of good habits.

In his report of business transacted last year, President Randall of the Baltimore Corn and Flour Exchange, said: It is fitting at this time and this place that mention be made of the resignation of one of the oldest and most trusted servants, as well as members, of this organization. Edward Roelkey, for twenty years chief inspector of grain in this market, has been obliged to withdraw entirely from duty on account of ill health. This Exchange has not heretofore, and must not in the future, forget what is due to this gentleman and his work for us. Our system of inspection began under his care, and the guardians of that system should share in the good name which our inspection department has made for itself. We wish him all peace and happiness in his retirement.

## MILWAUKEE'S GRAIN TRADE.

The grain market of Milwaukee shows notable strength, the aggregate of receipts and shipments in 1890 being especially large. Of wheat the greater part is for consumption by local mills, the manufacture of flour being an important industry of the city, which is only surpassed by Minneapolis and St. Louis in its annual output, and the products of the local mills include all grades, from the finest quality of roller patent flour, a very large amount of which is exported to England and Continental Europe, down to the cheapest grade. In this milling industry employment is given to about 400 hands, and the value of the product in 1890 was nearly \$4,500,000.

The volume of the trade in the various kinds of grain and the flour output for two years is shown in the following table:

	1890.	1889.
Production of flour, bbls.....	1,488,790	2,342,125
Receipts of flour.....	2,406,772	2,427,326
Shipments of flour.....	3,201,141	3,133,426
Receipts of wheat, bu.....	7,248,312	7,469,289
Shipments of wheat.....	1,748,404	1,882,620
Receipts of barley.....	10,218,918	6,559,209
Shipments of barley.....	4,999,093	3,190,302
Receipts of corn.....	854,080	1,034,175
Shipments of corn.....	90,351	543,459
Receipts of oats.....	3,871,855	2,664,000
Shipments of oats.....	1,640,163	1,214,067
Receipts of rye.....	1,313,751	786,720

The transactions in produce of all kinds in Milwaukee are of considerable volume, the local demand being a large one.



## WATERWAYS

A break in the Ohio Canal at Chillicothe, O., has caused damage to the extent of \$30,000.

The expenditures for ordinary repairs to the New York canals during 1890 amounted to \$890,056.

A number of steamers at Chicago have been engaged to load and store grain until the opening of navigation.

The earnings of the Illinois and Michigan Canal amounted to \$183,654.17 for the last two years; and the total expenses \$170,146.27; net earnings \$5,807.90.

Over \$100,000,000 was saved to the American people in 1889 in freight charges by the commerce on the Great Lakes, that being the difference between lake and rail rates.

The Baltimore & Ohio Railroad has a large force of men at work deepening the dilapidated Chesapeake & Ohio Canal. The railroad company will use the canal for coal traffic.

The Marine Association at Toronto, Ont., recently passed a resolution urging upon the government the necessity of carrying out the work on the St. Lawrence Canal more expeditiously than heretofore.

Two hundred new boats are being built this winter for the Erie Canal. The canal gives employment to 2,000 boatmen and 5,000 boats navigate it, of which 100 use steam power. Each steam canal boat tows three to five boats.

Mr. Kendall has introduced a joint resolution in the Minnesota Legislature memorializing Congress in favor of the construction of a canal in New York at Niagara Falls, the passage of the Payne Bill being urged for that purpose.

The Illinois and Michigan Canal was improved during 1890. The improvements are of a substantial and permanent character. The commissioners report that further improvements will be necessary, as the lock gates at Heary and Copperas Creek are in bad condition.

In 1836 the first wheat cargo was shipped from the head of Lake Michigan at St. Joseph, Chicago at that time was a rude hamlet. The cargo of 3,000 bushels was an enormous one for those days; now it would take thirty-six such cargoes to fill a large lake propeller.

The Commerce and Transportation Committee of the Manufacturers' Club of Philadelphia has suggested a scheme to improve the Delaware River front with docks and long piers. The plan includes a system of communication with all the railroads by means of the Belt line.

The Panama Canal shareholders and bondholders have obtained the assent of the government and the approval of the committee of liquidation for a new lottery scheme to raise money to complete the canal. Nobody concerned in the errors of the former Panama Canal administration will be allowed to have anything to do with the new administration.

Milwaukee, Wis., has a large grain carrying fleet in winter quarters. There are forty-five steamers with a capacity of 3,125,000 bushels, and fifteen schooners and tow barges of 675,000 bushels capacity. The total capacity is 3,800,000. This is the largest grain fleet that ever wintered at this port, exceeding in capacity last winter's fleet by 1,260,000 bushels.

The United States would probably get more than \$100,000,000 of good out of the Nicaragua Canal ultimately, but a judicious expenditure of this amount in great public enterprises at home would undoubtedly yield larger results. At all events the country's experience with the Pacific railroads has made big government guarantees of money in aid of private speculations very unpopular.

The Toronto Board of Trade has adopted a proposition to appoint a committee to examine into and report upon the present condition of Canadian waterways; canal or ship railway projects to improve facilities for the carrying trade; the effect of a continuous waterway from the Northwest to the ocean, especially the Hurontario Ship Railway, and plans to promote the commercial interests of the city and of the carrying trade generally.

The Columbia and Snake River Auxiliary Waterway Convention at Walla Walla, Wash., Feb. 7, resolved that a ship railway, as recommended by the Oregon delegation in Congress, is the most economical, satisfactory and expeditious plan for the permanent improvement of the Columbia River at the Dalles. The convention memorialized the legislatures of Washington, Oregon and Idaho, urging the construction of a portage railway around the cascades and the Dalles.

The 3,510 vessels comprising the lake fleet are distributed among twenty customs districts on the lakes. Of these vessels 1,527, having an aggregate tonnage of 652,922 are steam, and 1,983 are sail, having an aggregate tonnage of 410,140. The steam tonnage represents 61 per cent. of the fleet, this proportion being far greater than in the entire merchant marine of the country where the steam tonnage represents but 42 per cent. of the total. Of the lake fleet, ninety-four vessels (eighty-eight steam), are of iron and steel and their tonnage is 129,326. Buffalo

owns thirty two of these metal vessels, Cleveland thirteen, Detroit nine, Erie seven, and Chicago four, the balance being distributed between the less important ports.

The Secretary of War has transmitted to Congress a report of the preliminary examination for a ship canal in the shallows of the waters connecting the lakes between Chicago, Duluth and Buffalo. The cost is estimated at \$2,379,035 for a channel twenty feet deep, and \$3,333,567 for a twenty and twenty-one foot channel, the latter depth to be made in places subject to heavy seas. The width of the canals is to be 300 feet, except at St. Mary's Falls.

The Nicaragua Canal Company desires to have \$100,000,000 of its bonds guaranteed by the United States Government so that they may be sold at par. Senator Sherman's bill as reported to the Senate proposes that the canal company have \$100,000,000 stock and \$100,000,000 of 3 per cent. bonds to run until Jan. 1, 1911, on which the government is to pay the interest quarterly in case the canal company fails to do so; \$70,000,000 of stock is to be held in the treasury as a pledge for the repayment of the guarantee.

## PRESS COMMENT.

### TO BE DISAPPOINTED.

A moderate quantity of wheat continues to arrive at the country elevators in the Northwest, and in some sections, where elevator companies had expected to close up their business for want of wheat to buy, they are getting considerable yet. If a few loads arrive at a station each day, or say an average of 100 bushels at each point, or even a load of wheat a day for each house, the result would reach well up toward 100,000 bushels a day for the Northwest spring wheat country. People who at harvest time figure out small results for the crop are quite likely to be disappointed before the crop year ends.—*Minneapolis Market Record*.

### TRUST FOR A RESUMPTION.

Summer's suns may decline and winter's snows may melt over mountain and valley and years end in ages, but if our older merchants ignore opportunities and give nothing but advice, capital in ground rents will still be venerated and booms be walled from our borders. The return of wheat from Liverpool may be duplicated in any or every year if Eastern markets ignore suggestions of the primary Western and exhaust themselves in the effort to cheapen production. With the brightness of modern ideas and the reflection of Old World caution, we can well afford to trust for a resumption of traffic in cereals commensurate with our facilities.—*Baltimore Journal of Commerce*.

### INCREASING FOREIGN DEMAND.

Recent reports from Europe indicate that the importation of the soft and starchy Eastern wheats into European countries, instead of driving out American wheat grain, will in the end result in making a larger demand for the strong and glutinous spring wheats grown in the United States. The flour made in England and Europe from the starchy Eastern wheats will not "stand alone." It needs strengthening. Hence, the more of these starchy wheats there are imported, the greater the quantity of our strong wheats needed to "float" the starchy grains. It will be a singular stroke of fortune if the very means that have been adopted to dispense with American wheat supplies result in making a larger demand for our strong grains.—*Milling World, Buffalo*.

### GOING AGAINST THE RECORDS.

The people who are bearing corn on the theory that the high prices will result in a great saving of the grain on the farm, and that farmers will sell their corn in preference to feeding it, are going against the records, just as the bears in wheat are doing when they claim that there is more wheat in the country than the reports indicate. There is of course less corn being fed on account of the mildness of the winter. But it is becoming more and more apparent that there is more stock in the country feeding now than was ever known before. Our annual records show that five-sixths of the crop is consumed in the country where grown, only about 20 per cent. being distributed beyond county lines. This farm production is in the nature of a fixed requirement, and not flexible in its character.—*Kansas City Star*.

### FOUR AND ONE-HALF BUSHEL.

We do not agree with *Bradstreet's* figures for disposing of our wheat. *Bradstreet's* in October made the consumption, including seedling, 363,000,000 bushels. We cannot make it over 340,000,000 bushels. We make consumption of 64,000,000 of our people 283,000,000 bushels and seedling 52,000,000 bushels. Taking *Bradstreet's* estimate of 54,000,000 bushels surplus July 1, 1890, and add it to the crop of 1890, say 410,000,000 bushels, is 464,000,000 bushels, and leaves 120,000,000 bushels to be disposed of or retained at home. We think late

disclosures respecting Washington and Oregon crops justify an addition to the Government estimate of 10,000,000 bushels. We are not a believer that 8,000,000 of blacks consume each 4½ bushels of wheat per annum, and this theory convinces us of the fairness of our basis of consumption against all comers, viz., 4½ bushels per capita.—*Toledo Market Report*.

### PRICE AN IMPORTANT FACTOR.

The quantities [of corn exported] show what an important factor prices are in the demand for material. All through last winter the price of corn was exceedingly low. For several weeks it was steadily less than 30 cents in this market, while for the last few months it has been in the neighborhood of 50 cents. The foreigners want just as much of our corn now as they did a year ago, but cannot afford to buy other than small quantities, and if they were disposed to take at the more liberal rate would have to pay higher prices than are asked now.—*Chicago Tribune*.

## SPECIMEN OF MISSOURI INSPECTION.

The millers of St. Louis are disgusted as well as alarmed, says the St. Louis correspondent of the *Northwestern Miller*, at the course of Mr. O'Shea, the chief inspector lately appointed by the Missouri railroad and warehouse commissioners. When he was deputy under Jasper Burks he was obnoxious enough to them, and he knew it. He seems to be "playing for even" with them now, and thinks he can make them suffer for their opinion of him, but, unfortunately for him, what he is trying to do is altogether to the benefit of the Kansas farmers and is detrimental to the farmers and millers of Missouri, who will probably see that the present legislature brings him up with a round turn.

The Missouri statute provides for an inspection that will be alike the state over, and any grain inspected out of any elevator within the state must be inspected the same grade into any other Missouri elevator. The state of Kansas raises largely a class of hard wheat, which is very good in itself, makes a strong and fairly slightly flour, but requires in milling a treatment radically different from what is necessary in reducing the soft amber of which Missouri No. 2 red consists, and no miller with sense would think of mixing the two grains together before milling, though the products of the two are oftentimes mixed by the millers and blenders. Nearly all of this wheat (No. 2 hard) is raised in Kansas, and a large percentage of the surplus is marketed in Kansas City and sells in St. Louis for some 6 cents per bushel under the price of No. 2 red. Last week one of our dealers bought a round lot of No. 2 red in Kansas City, and as wheat was bringing about 1 cent per bushel more in East St. Louis than on this side, and as freights to either point were the same, ordered it shipped to the former point, and when drafts came along they had the bills of lading and certificates of inspection and weights attached.

Now, in East St. Louis the inspectors are appointees of the St. Louis Merchants' Exchange, and all of them old handlers of grain, and they incalculably pronounced the wheat No. 2 hard. The buyer explained the situation and exhibited his certificates of inspections in Kansas City, and the board in a body re-examined the wheat very critically and declined to recede from their first decision. There was only one course open then to the buyer—he ordered the wheat brought across the bridge, and exhibiting his certificates succeeded in having it passed No. 2 red. Then another complication arose: The elevators being chartered by the state as public warehouses, were at first inclined to refuse to receive it on such inspection, but finding they were compelled to under the law, and averse to deteriorating their present stock of No. 2, which is currently believed to be the property of their stockholders, who are carrying it to deliver on May contracts, they took it in; and, I am informed, put it in special bins, from which it will have to be inspected some fine day, and if tendered to a St. Louis miller would doubtless be refused, and his receipts would be sold on the call and that elevator be tabooed by him until such time as he was assured that the hard stuff had been gotten rid of. If it is bought by a shipper and sent to any mill in the interior there is bound to be trouble. The shipper as well as the elevator people, will fall back on the inspection certificate, and the only course then left will be for the party on whom it was dumped to sue "poor old Missouri" for the carelessness or incompetence of its official appointees. The bonds of the inspectors cannot be proceeded against unless it can be proven that the inspectors intentionally were parties to a fraud. Under any circumstances O'Shea's decision will be a great blow to the wheat market of St. Louis, which has been for years looked upon as a high grade market, and has an enviable reputation both in this country and abroad for the excellent quality of the wheat turned out by it.

It is broadly stated that the Kansas City dealers were inimical at first to Mr. Shea's appointment as chief, but later on they took his part, and that now he is giving them a quid pro quo for their support. On the other hand it is but just to say that two or three gentlemen on our Exchange, who are friendly to him, insist that this case was simply an error of judgment which will not occur again, and that this lot of wheat will be taken care of without any loss to its handlers. This latter view is borne out somewhat by a statement that the receiver of it was willing to accept No. 3 red price for it. Whose the loss will be your readers can readily conjecture.



## LAW AND LITIGANTS.

### Compensation of Receiver.

Where in course of litigation over partnership matters a receiver is appointed, who takes charge of the stock, he is entitled to receive such compensation as is usually paid to court officers, and the fact that under a private contract the same services could have been secured for a less price will not affect his recovery of the amount ordered by the court.—*Lichtenstein v. Dial, Supreme Court of Mississippi.*

### Breach of Contract for Sale of Goods.

Where a bill of goods is sold upon the agreement of the buyer to deliver a negotiable note payable in one year with interest, this is not an agreement to give a credit of one year for the goods, and upon the refusal of the buyer to deliver the note as agreed, the seller may proceed at once to recover the price of the goods and need not wait till the year has expired.—*Stephenson v. Repp, Supreme Court of Ohio.*

### Sale of Wheat for Future Payment.

Where wheat is delivered by the owner to a mill or elevator upon the agreement that it is to be paid for at whatever is the market price in twenty days from the day of delivery, the transaction amounts to a sale and passes the title, and if between the date of delivery and the date of payment the wheat is destroyed by fire, the seller is nevertheless entitled to recover the price agreed upon.—*Woodward v. Boone, Supreme Court of Indiana.*

### Construction of Insurance Policy.

While a provision in a policy of fire insurance providing that any dispute as to the amount of loss under the policy shall be settled by arbitration, is valid, yet a further stipulation that no action shall be maintained on the policy until after such arbitration, is void, as tending to oust the courts from their lawful jurisdiction. Individuals will not be permitted to contract away the jurisdiction of courts.—*Wright v. Susquehanna Mutual Fire Ins. Co., Supreme Court of Pennsylvania.*

### Assumption of Debts by Partner.

Where a partnership is dissolved and the remaining partner agrees to assume and pay the debts of the firm, the contract is broken by the refusal or failure of the remaining partner to pay the debts thus assumed, and the outgoing partner may sue upon breach of the contract, even if he has paid nothing himself on such debts. The fact that the contract stipulates that the outgoing partner shall be saved harmless does not change this, for, if he chooses, he may abandon this provision and sue upon the other.—*Miller v. Bailey, Supreme Court of Oregon.*

### Liability for Goods in Shipment.

The Supreme Court of Texas in the case of the Pacific Railroad Company against Adams has decided that where goods are transported over connecting lines and are injured in course of transit, if the injury is shown to have occurred after shipment, the presumption is, until rebutted by competent evidence, that the goods were injured by the shipper who delivered them to the consignee. The provision in a bill of lading that claims for loss or damage must be presented to the delivering line within thirty-six hours after delivery will not be specifically enforced when reasonable ground for failure to comply strictly with the limitation is shown.

### Certification of Note by Mistake.

In the case of the National Park Bank against the Steele & Johnson Manufacturing Company, the Supreme Court of New York decided that where a note has been erroneously certified by the teller of a bank, although the teller is negligent in certifying it, the bank which certified it may recover back the amount paid to the holder as for money had and received by mistake, if it appears that on discovering the error all possible diligence was used to discover the holder and correct the error. And it is immaterial that on previous occasions the paper of the same parties had been certified without reference to the state of their account, it appearing that in each prior case this was done by express authority of the officers. One who relies on the certification of a paying teller does so at his own peril that the teller acts within his authority.

### Shipment of Freight Prior to Time Agreed Upon.

Where freight is delivered to a railroad company for shipment, and for any reason a future time of shipment is agreed upon, the shipper has a right to rely upon the shipment of the goods at that time, and not earlier, and where a railroad company refuses to ship freight until the charges are paid, and agrees to hold them a specified length of time to give the shipper an opportunity to make payment, if they are shipped before that time and the shipper sustains any damages by reason of their premature shipment he may recover such damages from the company. A contract not to ship until a certain time is just as binding as a contract to ship at a certain time, and for a breach of such a contract the company is liable as it

would be for a delay in shipment.—*Campion v. Canadian Pacific Ry. Co., Circuit Court of the United States, Northern District of Illinois.*

### Waiver of Protest.

The requirements of notice to the indorser of a negotiable note that it has not been paid by the maker, is for personal benefit of the indorser, and may be waived by him, and if he pays the note after waive protest, he still has the right of recovery against the maker. Where an indorser executes his own notes in payment of a note on which he is an indorser, and the holder gives up the original note and thereby releases the maker thereof from liability to him, this is such a payment by the indorser as will entitle him to recover against the maker.—*Stanley v. McElrath, Supreme Court of California.*

### Limitation of Liability for Negligence of Connecting Carrier.

Where a shipper of goods accepts a bill of lading which provides that all liability on the part of the carrier to whom the goods are first delivered should immediately cease upon delivery of the goods to another carrier, and that "for all loss and damage occurring in the transit of said packages, the legal remedy shall be against the particular carrier or forwarder only in whose custody the said packages may actually be at the time of the happening thereof, it being understood that this company assumed no other responsibility for their safe carriage or safety than may be incurred on its own road," the stipulation is a valid one and will be enforced against the shipper.—*Tolman v. Abbot, Supreme Court of Wisconsin.*

## ITEMS FROM ABROAD

The rice crop in Siam was a failure.

Exports of wheat from Austro-Hungary are very moderate.

A larger quantity of wheat is afloat for France than at this time last year.

Of 12,600,000 bushels of wheat raised in Australia in 1890, about 9,000,000 are exportable.

Owing to the great quantities of floating ice but few cargoes of wheat have been shipped from Odessa.

The wheat crop of India promises to be large, but as other food grains are short the wheat is being kept back.

Supplies of wheat at London are small. A considerable quantity has been drawn from stocks. The English market is dull.

On account of the unusually severe winter in Spain the outlook for future crops is not satisfactory. The stocks of wheat and flour are low.

Although official inspection of wheat has not been established at Buenos Ayres, there are now three grain elevators in operation at Rosario.

The duty imposed on linseed, linseed oil and flour, by the customs tariff of Nicaragua is 3 cents a pound, without deduction for casings or wrappers.

The motion to reduce the duties on grain imported into Germany has been rejected. Navigation has been closed at important centers and values are firm for wheat and rye.

The exports of wheat and flour from Austro-Hungary in the first three months of the crop year amounted to 5,560,000 bushels, against 3,360,000 bushels in the same period of 1889.

Indian parcels of wheat meet a desultory inquiry, but shipping transactions are checked by the uncertainty respecting the silver market, which disturbs exchange.—*The Miller, London.*

The wheat crop of the Argentine Republic is this year very superior in quality, and equal to that of last year in quantity. The corn crop promises to be large as a much larger area was planted.

Germany imported during the eleven months ending Dec. 1, 23,700,000 bushels wheat and 30,000,000 bushels rye, against 17,700,000 bushels wheat and 36,100,000 bushels rye during the same months of 1889.

The imports of corn into the United Kingdom during 1890 were 86,875,668 bushels, against 72,406,138 bushels in 1889 and 50,677,102 bushels in 1888. The imports during 1890 were larger than in any other year.

Russia's grain exports during 1890 were 240,000,000 bushels against 276,000,000 bushels in 1889 and 328,000,000 bushels in 1888. The wheat exports were 102,544,000 bushels compared with 110,272,000 bushels in 1889 and 122,760,000 bushels in 1888.

The brick granary of the Isleworth Mills of Messrs. Kidd & Co., at Isleworth, England, was damaged Dec. 9 by the fall of an end wall 32 inches thick at the base and 18 inches at the top. The building was full of Russian wheat at the time, which was saved with very little loss. No satisfactory reason for the disaster has been given.

## MORE LEGISLATIVE TOMFOOLERY.

Senator Sam Majors of Howard County has introduced in the Missouri Senate a joint and concurrent resolution having for its object the building of four elevators in different parts of the state to be controlled by the farmers for the storing of their cereals where they can easily be marketed on any rise in the prices. The bonds for the erection of the elevators are to be guaranteed by the state.

The practical workings of the law asked for by the joint and concurrent resolution are thus illustrated by a farmer, who favors the measure: "Suppose we have an average of 350,000 bushels of wheat annually, and wish to store 200,000 at one-half cent per bushel, or 3 cents for six months, the cost of storage would be \$6,000. We could build four elevators at \$10,000 each, for which we could issue 5-20 bonds at 3 per cent, guaranteed by the state. The interest would be \$1,200 per year; the cost of running the elevators would be \$1,000 each annually, making a total of \$4,000, which, deducted from \$6,000, leaves \$2,000 to pay the interest, \$1,200. This would leave \$800 to put in the sinking fund. The difference in prices of wheat at harvest time and January has not been less than 20 cents per bushel for many years, so that we have the saving to citizens as follows: Difference in price of 200,000 bushels at 20 cents, \$40,000; cost of storage, \$6,000; interest on \$120,000 for six months \$10,800; net gain \$29,800.

The "farmer who favors the measure supposes we have an average of 350,000 bushels of wheat annually, and wish to store 200,000 at one-half cent per bushel," etc.

Now, let us reason with our "farmer who favors the measure," and suppose we erect elevators according to this proposition. "Four elevators could not be located in different parts of the state to be controlled by the farmers for the storing of their cereals where they can easily be marketed on any rise in the prices"; and, to tote fair, enough elevators must needs be built to accommodate all the farmers over all the state. Let us see how many elevators would be required to do all this? The golden grain fields of Missouri frequently produce more than 20,000,000 bushels of wheat and 220,000,000 bushels of corn, making of these cereals alone, 240,000,000 bushels annually. Now suppose the farmers desire to hold half of this amount until the market price suits them. And the great big hearted state of Missouri builds elevators conveniently near places where it can "easily be marketed on any rise in the prices." Half of the amount would be 120,000,000 bushels, and would require 2,400 elevators of 50,000 bushels capacity. Which, at a cost of \$10,000 each, would amount to the trifling sum of \$24,000,000. All of which would be plain sailing if wheat advanced according to the supposition, and it cost only \$1,000 per year to operate each elevator, and there were no other risks and no shrinkage on the stored grain.

But suppose the price of grain declines "20 cents per bushel between harvest time and January," entailing a loss of \$480,000, and shrinks 10 per cent., entailing more loss. And then the cost of operating the elevators, to the purpose, is lost, sending \$2,400,000 to keep company with the other. And if the elevators are insured more money will go "where the woodbine twineth," and if not insured, all that are burned will be a "gone fawn skin." Altogether putting somebody in the hole for \$3,000,000 or \$4,000,000, and all to enable the dear farmer to put his products up to famine prices on the wealthy (?) people at large, at the cost of the state. We do not believe, very firmly, that Senator Sam Majors' "joint" concurrent resolution will concur with the ideas of the majority in even a legislature composed largely of farmers.—*St. Louis Miller.*

The Illinois Central brought to Chicago in January 745,226 bushels more grain, the Wabash 16,243 bushels more, and Wisconsin Central 81,516 bushels more than in January last year. The roads which brought less grain to Chicago in January, 1891, than in January, 1890, and the decrease were as follows: Burlington & Quincy, 2,824,921 bushels; Rock Island, 1,694,546; Northwest, 657,332; Alton, 357,990; St. Paul & Kansas City, 611,600 bushels.

Secretary Mohler of Kansas State Board of Agriculture, says there has been more moisture than usual this winter, both snow and rain. In the Northwest there have been good snows. In sections where wheat was sown early there have been some reports of damage from Hessian fly, but hear no complaints now. If present weather continues the ground will be in fine condition for spring planting. The winter wheat is in better condition than at any time since summer.

## TO POULTRY RAISERS.

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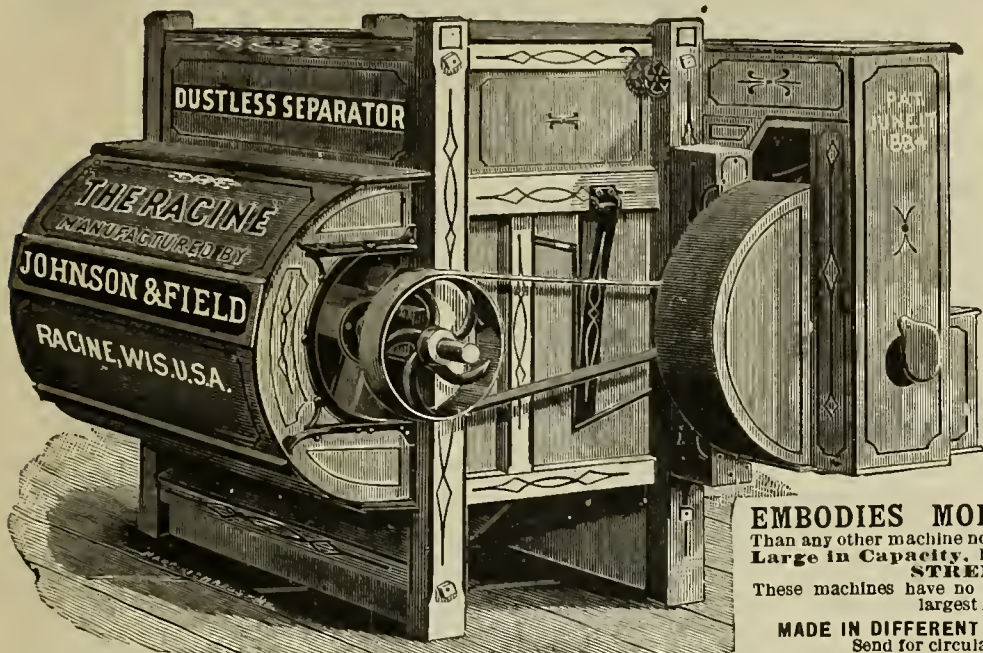
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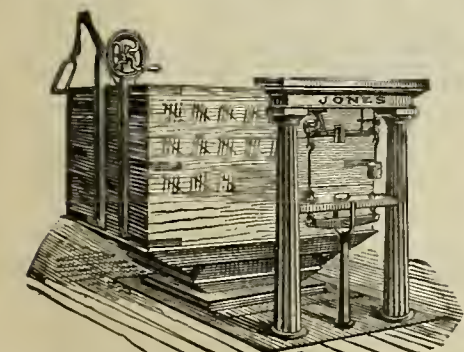
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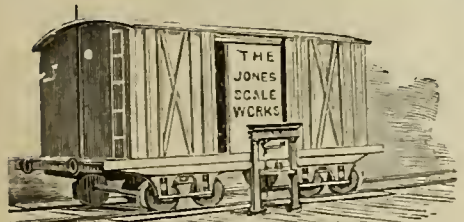
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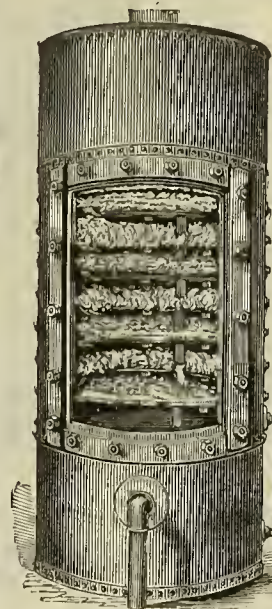
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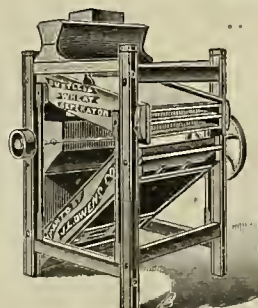
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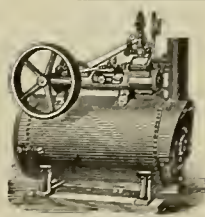
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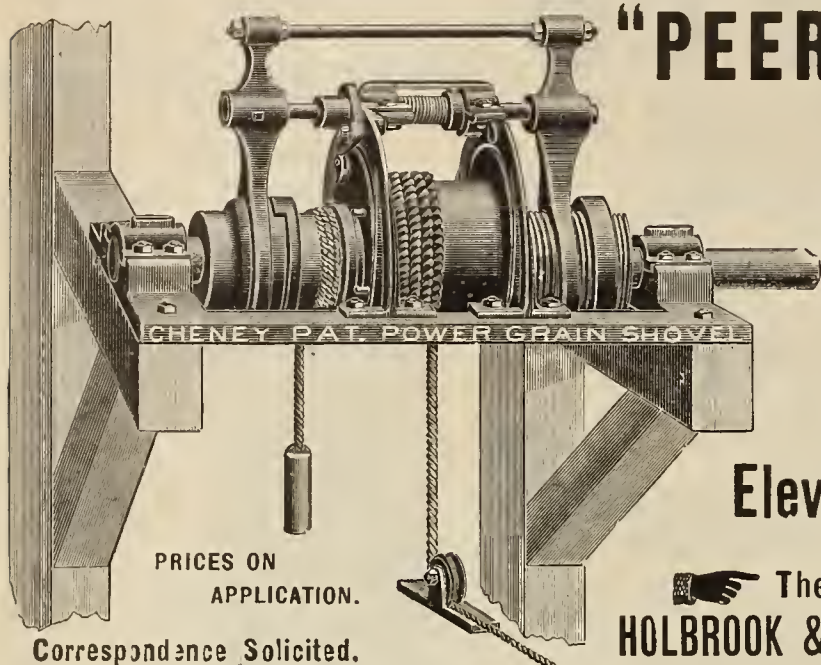
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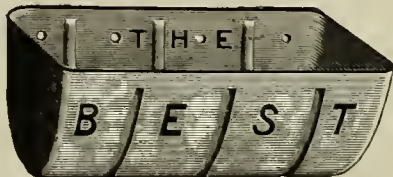
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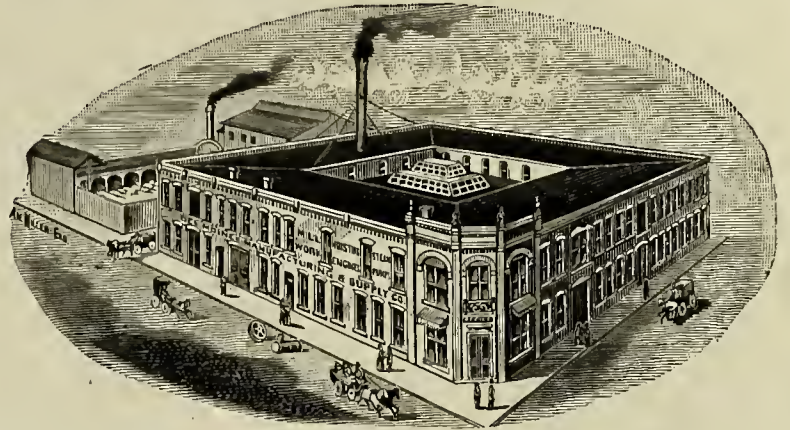
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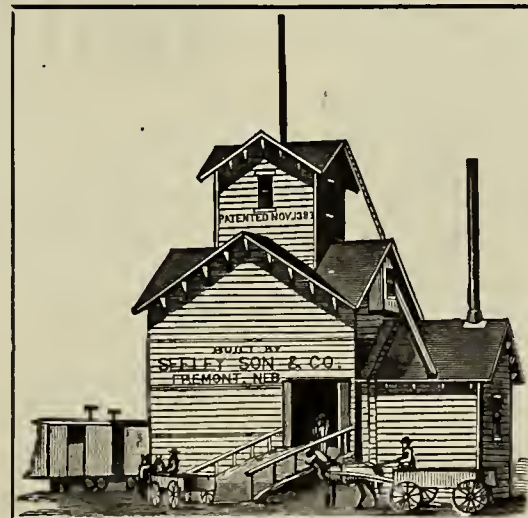
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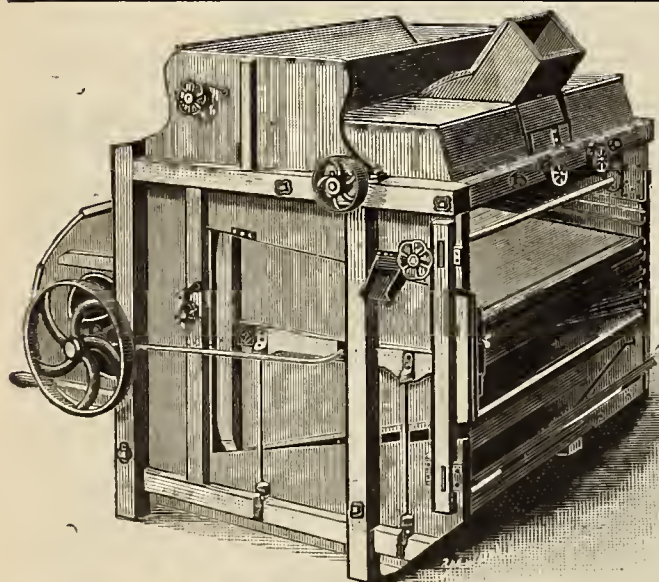
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(MOTION OF SHOE FROM FRONT TO BACK.)

Are highly recommended for use with horse power, and *Warranted to give Better Satisfaction* when run in this way than any other mills made.

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No Grain Buyer or Miller Can Buy Grain or Run Successfully without It.

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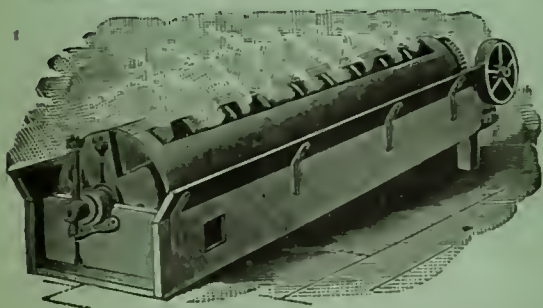
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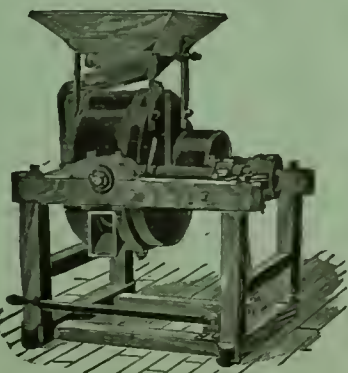
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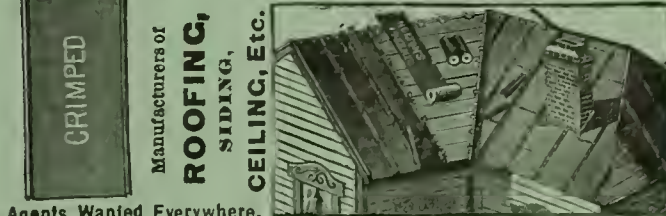
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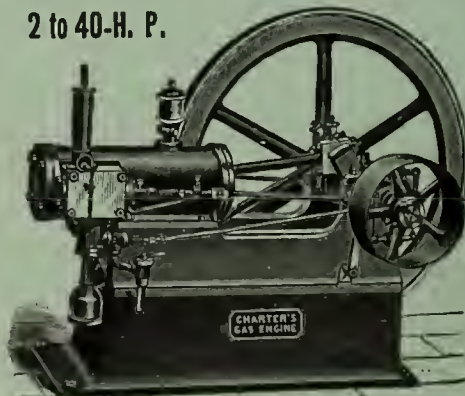
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